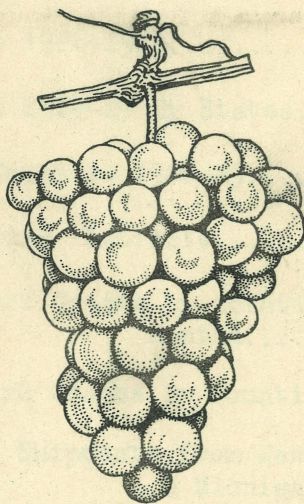


UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF AGRICULTURAL ECONOMICS
NEW YORK STATE DEPARTMENT OF
AGRICULTURE AND MARKETS

COOPERATING

MARKETING WESTERN NEW YORK AND PENNSYLVANIA GRAPES



SUMMARY OF 1929 SEASON
By J.P. Klein, A.L. Thomas and L.D. Spink
WASHINGTON, D.C. July, 1930

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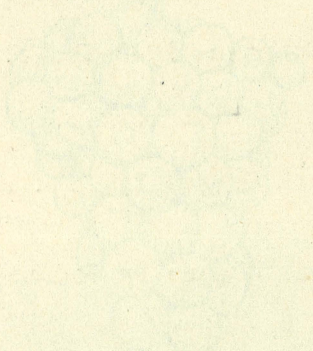


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MARKET NEWS SERVICE ON FRUITS AND VEGETABLES

MARKETING NEW YORK AND PENNSYLVANIA GRAPES
SUMMARY OF 1929 SEASON

By J. P. Klein, A. L. Thomas and L. D. Spink.

Market Reports on Grapes were issued from the Federal-State Market News Office at Rochester, and from the New York State Department of Agriculture and Markets Office at Buffalo, daily during the 1929 Season. These reports were issued from Rochester October 1 to October 28 and from Buffalo from September 23 to October 28

INTRODUCTION

This summary consists of material contained in the daily bulletins issued at Rochester and Buffalo, together with statistics from the Washington office of the Bureau of Agricultural Economics, relating to grape production and marketing. The material has been assembled with the idea of placing it before the growers, shippers, and dealers as an aid in analyzing future marketing problems. It is suggested that it be filed for future reference.

The news service in Western New York is conducted for the benefit of the growers and shippers and is maintained jointly at Rochester by the Bureau of Agricultural Economics, United States Department of Agriculture, in cooperation with the New York State Department of Agriculture and Markets. The office at Buffalo is maintained jointly by the New York State Department of Agriculture and Markets, Bureau of Markets of the Pennsylvania Department of Agriculture, and the United States Bureau of Agricultural Economics.

NATIONAL PRODUCTION - SHIPMENTS - VALUE

The 1929 grape crop in the United States of 2,022,417 tons was 24% less than the large crop of 2,671,076 tons in 1928. As might be expected, prices were slightly higher in 1929 than they were in 1928. In 1928 the average farm price per ton in the United States was only \$19.75, compared to an average of \$29.36 in 1929. The total farm value of the 1928 crop was estimated at \$49,740,000 compared to \$59,387,000 for the 1929 crop.

Practically every grape producing state in the United States showed a decrease in production in 1929, especially all of the important states. California had an estimated production of 1,751,000 tons compared to 2,366,000 tons in 1928. Missouri and Arkansas showed a combined production of 25,845 tons in 1929 compared to 31,000 tons in 1928. The New York crop

was only slightly smaller than in 1928, with a production in 1929 of 81,030 tons compared to 85,470 in 1928. Production by states will be found on Page 15.

California as usual produced a large percentage of the total crop. In 1928 California produced 88.57% of the total United States crop and in 1929 produced 86.57%. The large production in California complicates the marketing of grapes from that state and also adds to the problem of marketing the production in other states. California grows European varieties while the balance of the country grows American varieties, yet California produces table varieties, wine varieties and raisin varieties, which compete with supplies from every other section in all of the markets.

THE 1929 SEASON IN CALIFORNIA

The 1929 crop in California was the lightest since 1924. There were many factors contributing to bring about this smaller crop. The rainfall was deficient during the winter of 1928 and early spring of 1929, and the supply of water for irrigation purposes was under normal requirements. April frosts caused some injury in various localities, particularly to Thompson Seedless, a raisin variety. In only two or three localities did table grapes suffer from the April freeze and juice grapes suffered very little. The frost, however, had some effect toward reducing the crop. Spring was late, and subnormal temperatures prevailed until the middle of June. From June 20 to July 5 inclusive, a severe heat wave prevailed throughout the grape section. This excessive heat resulted in some injury, particularly to Muscats, another of the raisin grape varieties. The important table varieties, Malaga, Tokay and Emperor, all were lighter than in 1928.

Still another factor having some effect upon the production was a decrease in the bearing acreage. With otherwise favorable conditions, the decrease of about 2.1% in acreage would have been a small item. All factors considered, however, brought about a condition which resulted in the smallest crop of grapes in California since 1924. There was very little disease or insect injury in 1929.

The bearing acreage of juice grapes in 1928 was 176,000 acres. This year it was about 181,000 acres. Table grapes in 1928 were produced from 139,000 acres compared with 133,000 in 1929. There were 338,000 acres of raisin grapes in 1928 and only 326,000 in 1929. This gives a total 1929 bearing acreage of all grapes in California of 640,000 acres compared with 653,000 acres last year, or a decrease of 2.1%. The non-bearing acreage of juice grapes this year is placed at 10,000 acres, table grapes at 2,500, and raisin grapes at 500, a total of 13,000 acres. This includes the 1928 plantings of 5,800 acres divided as follows; 73 acres of raisin grapes, 950 of table grapes, and 4800 acres of juice grapes. The removals during the early months of 1929 were estimated at 1,245 acres of juice grapes, 6,949 acres of table grapes, and 12,076 acres of raisin grapes. These figures seem to indicate that, for a few years at least, there will be very little, if any, increase in bearing acreage of the different classes of grapes in California.

The 1929 season in California, although more prosperous than 1928, was not as good as was expected, and was not as profitable as in 1927. With shipments of 1929 running approximately 14000 cars less than 1927, it would be expected that prices would be greater and returns considerably higher, but

such was not the case. Below is a table giving the production, carlot shipments, and farm price of grapes for the years 1927 to 1929, inclusive.

	Juice Grapes	Table Grapes	Raisin Dry	Raisin Fresh	Total of all Classes.
Production in Tons					
1929	416,000	317,000	195,000	238,000	
1928	(b)482,000	(b)478,000	261,000	(b)362,000	
1927	473,000	490,000	(a)285,000	303,000	
Carlot Shipments					
1929					58,832
1928					73,157
1927					75,814
Farm Price per Ton					
1929	\$35.00	\$35.00	\$70.00	\$30.00	\$ 46,445,000
1928	25.00	26.00	40.00	10.00	35,538,000
1927	45.00	26.00	60.00	23.00	54,336,000

(a) Includes only dried Thompson Seedless, Muscat, Sultana, and currants.

(b) Includes some quantities not harvested in 1928 as follows: 18,000 tons wine grapes, 60,000 tons raisin grapes, and 75,000 tons table grapes. The values and prices are for the portion harvested.

Although the season in California was in some ways fairly successful, prices for some classes of grapes were disappointing and fell below those of 1927 when a much larger crop was harvested. This was true principally of the juice varieties. There were two main factors which influenced the market adversely and caused prices to be lower than were expected. One was the fact that at the beginning of the season there was considerable apprehension among the buyers of juice grapes regarding the attitude of the Federal Prohibition Department. The failure of the buyers to take at face value the preseasonal assurances of the Prohibition enforcement officers that juice grape sales would not be interfered with caused a very light demand and consequent lower prices at the beginning of the season. Another thing having an adverse effect on the market was a feeling of uncertainty and a belief that poor industrial conditions existed. Another thing that hurt the early sales of juice grapes was the waiting attitude adopted by the large buyers.

In 1929 the entire crop was harvested, while in 1928 there were 143,000 tons left in the vineyards, and 142,000 tons went unharvested in 1927.

Considerable space in this summary of New York grapes has been devoted to a discussion of the California situation but it is felt that every dealer, shipper and grower of New York grapes knows that conditions in California have as much effect upon the marketing of the New York crop as the condition of the New York crop itself. For this reason, it is important to know and study the California grape situation.

THE 1929 SEASON IN OTHER STATES

THE OZARKS The Ozark grape section situated in South West Missouri and North West Arkansas, although not as important as New York, Michigan, Pennsylvania and Ohio, never-the-less, is important because it is the earliest section shipping American varieties of grapes. In 1919, there were

708,485 bearing grapevines of all ages in Arkansas. By 1924, these had increased to 4,312,406 or an increase of over 600%. In 1919, there were 2,855,511 bearing vines in Missouri and in 1924 these had more than doubled and there totaled 5,188,667 bearing vines. The acreage has been increased only slightly since that time.

The 1929 season in the Ozarks was not a very satisfactory one. In the early part of the season the expectations were for a larger crop than in 1928, but excessive wet weather in the spring prevented a heavy set of fruit, interfered with spraying, and allowed black rot to develop rapidly in many vineyards. Later dry weather put a stop to black rot but considerable dry rot appeared, and the bunches did not fill out as well as they should have. In addition, the losses from hail were quite heavy in some sections. All of these conditions prevailed in both Arkansas and Missouri.

The Concord is the principle variety in the Ozarks, although in some sections of Southwest Missouri quite a few Moores Early are grown. The 4-qt. Climax basket is the package in general use.

Shipments began from Arkansas about August 1 and continued to about September 12. Arkansas shipped 510 cars in 1929, compared with 998 cars in 1928.

Missouri also began shipping the first week in August, with Moores Early, and continued to about September 19. This state shipped 225 cars in 1929, compared to 415 cars in 1928.

The production in Arkansas in 1929 is placed at 13,800 tons, the farm price at \$60.00 per ton, and the total value as \$828,000, compared to a production of 17,000 in 1928, a farm price of \$57.00 per ton, and a total value of \$969,000.

The production in Missouri in 1929 is estimated at 12,045 tons, the farm price at \$45.00 per ton, and the total value as \$542,000, compared to a production of 14,000 tons in 1928, with a farm price of \$45.00 per ton, and a total farm value of \$630,000.

Three important American variety grape states other than New York, Arkansas and Missouri are Michigan, Ohio and Pennsylvania.

MICHIGAN The estimated production in Michigan in 1929 is placed at 68,870 tons compared to 72,800 tons in 1928. The farm price per ton is given at \$41.00 for 1929 compared to \$37.00 for 1928, and the total farm value at \$2,824,000 in 1929 compared to \$2,694,000 in 1928.

There was some damage by freezing early in the season in Southwest Michigan, which is the principle commercial district. The amount of the injury varied depending upon the exposure of the vineyard. During July some rot developed, but the hot, dry weather of July and August tended to increase the sugar content.

The shipments started from Michigan about August 27 and continued to November 1 with a total movement of 1746 cars, compared to 1571 cars in 1928.

The main variety produced is the Concord with some Champions and Moores Early. The package used is mostly the 12-quart basket, with some 4 and 2-quart baskets, especially in the early part of the season.

OHIO Ohio, with an estimated production in 1929 of 17,150 tons, ranks under Michigan in importance. In 1928, the estimated production of Ohio 28,700 tons. The seasonal farm price in 1929 was \$62.00 per ton compared to \$59.00 per ton in 1928, and the total farm value of the 1929 crop was estimated at \$1,063,000 compared to \$1,693,000 in 1928.

The growing conditions in 1929 were not vary satisfactory. Excessive warm weather in March, particularly in the important grape area in Northeast Ohio caused some swelling of buds and even some early growth. Late spring freezes then resulted in considerable damage. Of the buds that survived these late freezes, the cold, wet weather during the blooming period caused poor pollination and prevented a good set. There was also considerable rot.

A large part of the Ohio grapes is used by the juice plants, and the small part that goes onto the market moves mostly by truck. Therefore, the importance of the state in regard to carlot shipments is so negligible as to be hardly worth mentioning.

PENNSYLVANIA The estimated production of grapes in Pennsylvania in 1929 was 16,200 tons compared to 22,680 tons in 1928. The seasonal farm price was given as \$47.00 per ton and a total farm value of \$761,000 in 1929, compared to a price of \$46.00 per ton and a total value of \$1,043,000 in 1928.

Erie County normally produces 80% of the Pennsylvania grape crop. Conditions in this county varied considerably; some vineyards reported a total loss on account of late spring frosts, while others reported full crops. The vines were generally free from insects and diseases but on account of the spring frosts and poor pollinization the crop was light. The weather during July and August was not as hot or dry as it was in the New York section, and the clusters were generally compact and the quality generally good. Concords made about three-fourths of a normal crop but Niagaras and Delwares did not do so well.

The bulk of the crop was graded according to the United States Standards for Eastern grapes. The juice companies used a slightly larger percentage of the 1929 than of the 1928 crop. The varieties grown are principally the Concord, with some Niagaras and Delawares. The package in general use is the 12-quart climax basket although some 2 and 4-quart baskets are used.

Pennsylvania began shipping about September 20 and continued until about November 7 moving a total of 879 cars compared to 1076 cars in 1928.

OTHER STATES The other states are not very important in the shipping of grapes. Some of the others that ship in small volume are listed with their 1929 shipments as follows: Delaware 23 cars, Illinois 28, Iowa 369, Kansas 104, Nebraska 54 and Washington 232.

THE 1929 SEASON IN NEW YORK

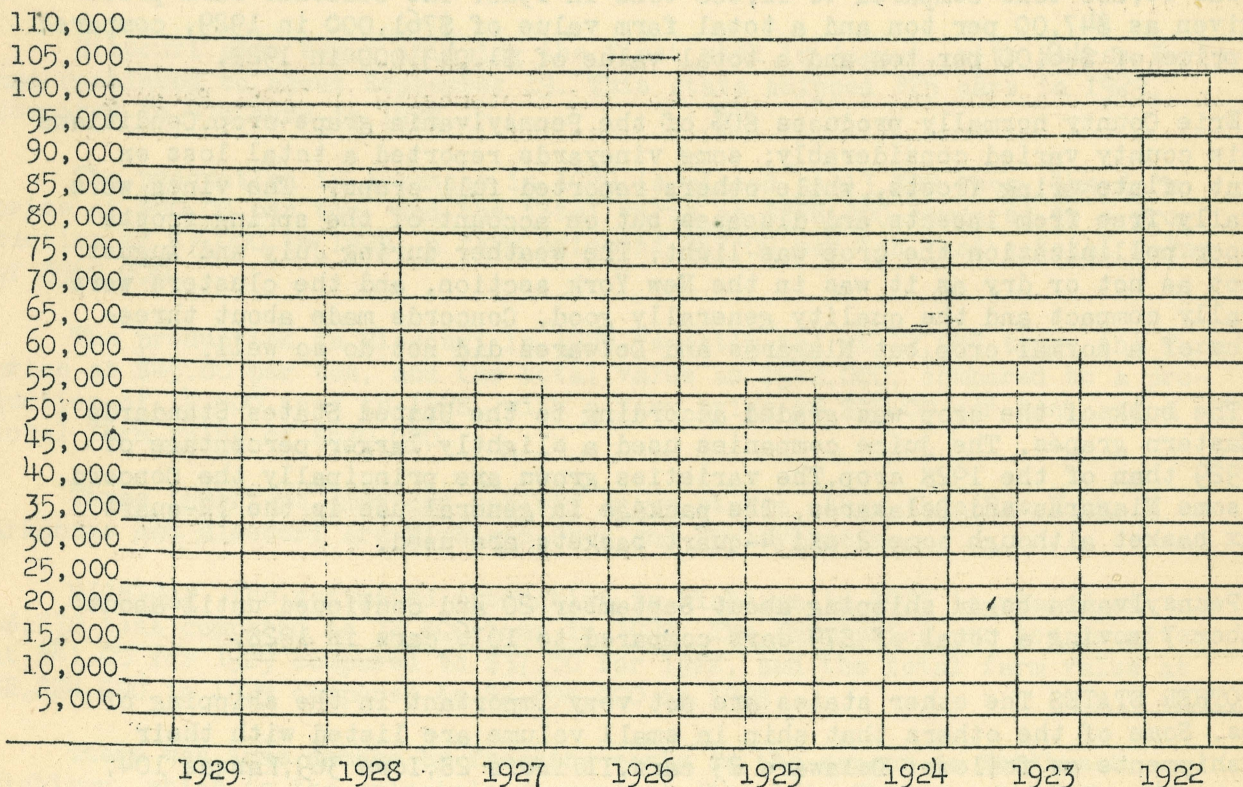
Before the 1929 shipping season opened in New York growers and shippers were optimistic as it was felt that the shortage in the California crop would tend to bring a more active demand and better prices for New York grapes. This feeling of optimism, however, began to disappear a short time before harvest, as

California shipments became heavier and a larger percentage of the California crop than usual began to arrive in the eastern terminal markets, especially in New York City.

Shipments from western New York commenced about September 6 but did not become important until about September 20. The first reports on the f.o.b. market were secured September 23. The demand for New York grapes at this time was light, and the price on 12-quart climax baskets Concords was \$50.00 per ton with baskets. At this time California was shipping an average of over 1200 cars daily. As the shipments from California increased, and as New York shipments increased the price declined to \$45.00 per ton by October 1. The demand continued light throughout most of the season.

The production in New York State for 1929 was estimated at 81,030 tons compared to 85,470 tons in 1928. With a favorable season the crop no doubt would have equalled or possibly exceeded the 1928 crop. The seasonal farm price per ton was estimated at \$46.00 and the total farm value estimated at \$3,727,000 for 1929, compared to a price of \$46.00 per ton in 1929 and a total value of \$3,932,000 in the same year.

The graph below shows the production in tons for New York State for the past eight years.



With the crop in California the shortest since 1924 and with decreased production in all of the important producing states, 1929 should have seen higher prices, but only fair prices prevailed. In New York State the prices for 1929 were so slightly above the 1928 prices that many dealers refused to sell at the prices offered early in the season, thinking that higher prices would prevail. The fact that higher prices did not materialize would indicate that the lighter demand for grapes which prevailed during 1928 had continued throughout 1929.

Not only was grape production in all states smaller than in 1928 but competition from other fruits was much less. Shipments of eight kinds of fruits other than grapes were about 17% less from July to October, inclusive, in 1929 than they were the previous year. But prices of New York grapes were not satisfactory in 1929.

A description of the 1929 season is not complete without mention of the weather conditions, most of which were adverse. Of course, the degree of severity differed in the different sections. The dry weather of July and August did considerable damage in all sections. The vineyards on the gravelly soils and the poorly cultivated vineyards suffered the most. The dry weather gave a high sugar content and good quality to the stock, but the bunches did not fill out properly in some vineyards. The winter of 1928 was normal and grape vines and buds came through in good condition. As the weather conditions were different in the various producing sections a detailed description of the conditions by districts, follows.

The shipping season in western New York commenced about two weeks earlier than in 1928, starting August 27 this year and September 9 in 1928. Because of the cold weather which prevailed from September 17 to 19, and from October 9 to 11, the crop matured more slowly and the date of peak shipments in 1929 was October 12 with 146 cars out, compared to the peak day of 1928, which was October 13 with 223 cars shipped. The 1928 season began September 9 and extended through to November 26 and there was a total of 3750 cars shipped. The 1929 season began August 27 and extended through to November 12 and there was a total of 2541 cars shipped.

PRODUCING AREAS OF NEW YORK

With the exception of California, New York State produces more grapes than any other state. As California grows European varieties and as New York and all states outside of California grow American varieties, exclusively, New York can be said to be the largest producer of American grapes. In 1928 the bearing vines in New York State totaled 34,874,038 divided as follows.

<u>Producing Areas</u>	<u>No. of Vines</u>	<u>% of Total</u>
C & E Section	19,297,439	55.3%
Finger Lakes Section	8,751,540	25.9%
Hudson Valley (West)	3,183,175	9.1%
" (East)	1,175,140	3.3%
Niagara Shore	2,085,725	5.9%
Rest of State	380,947	1.1%
	<u>34,874,038</u>	<u>100 %</u>

There are three important and distinct districts producing grapes in New York State.

CHATAUQUA-ERIE DISTRICT This is the most important section in New York with 55.3% of the total number of vines included in it's area. It produces more than 60% of the state's grape tonnage. This district is located in southwest New York and also includes northwest Pennsylvania. In New York State the counties of Chatauqua and Erie are included in this section and Erie County, Pennsylvania , is included also. The Concord is the only variety of commercial importance grown in this section, and practically the only package used is the 12-quart basket.

FINGER LAKES OR CENTRAL LAKES DISTRICT This is the second most important district in New York, and contains bearing 8,751,540 vines or 25.9% of the total in the state. This district is located adjacent to the Finger Lakes, especially Lakes Keuka, Canandaigua, and Seneca and includes the counties of Ontario, Yates, Seneca, Steuben and Schuyler. There are several important varieties in this section. Although the Concord is the principal variety it is not of such outstanding importance as in the other districts of New York. The other important varieties are Catawba, Niagara, Delaware and Worden.

The principal package used is the bushel basket as a large part of the crop is moved by truck. Next in importance is the 12-quart climax basket, although the small 2-quart basket for fancy table grapes is becoming a very popular package.

HUDSON VALLEY DISTRICT This section lies in the territory adjacent to the Hudson River and includes the counties of Columbia, Dutchess, Ulster, and Orange. The production in this section is not as important as in the other two sections. The carlot shipments for 1928 from the Hudson Valley District totaled only 159 cars. A large part of the production in this section moves by motor truck and boat. The boat companies send trucks out into the territory within a certain radius and pick up the shipments at the vineyards. A large part of these shipments are made in return crates, which the boat companies return to the growers free-of-charge.

The principal variety grown in this section is the Concord, and the 12-quart climax basket is used mostly for carlot shipments. The return crates holding from 9 to 12 four-pound baskets are used mostly for boat shipments.

THE CHAUTAUQUA-ERIE DISTRICT

Lying along the northeastern end of Lake Erie, there stretches mile after mile in Chautauqua and Erie Counties in New York State extensive acreages of vineyards. The cold air of approaching winter is tempered and warmed by the breezes from the large body of water, the early frosts of the fall are delayed, and the ripening season of the grapes prolonged. In the spring, the late spring frosts are held off by the influence of the same winds coming over this extensive body of water and the grapes, which are very often in bloom when these frosts are occurring in sections further removed from the lake, are protected and damage is prevented. This district, known as the Chautauqua-Erie District, extends from Eden in Erie County in the north, along the lake to State Line in Chautauqua County in the south, and thence on into Erie County, Pennsylvania. Lying in this district is one of the largest acreages of American type grapes in the world.

The winter of 1928 was normal and the vines came through in good condition with prospects for a good crop. The conditions in the spring were good, there were no spring frosts and during the blooming period ideal pollinizing conditions existed. The dry, hot weather of July and August reduced the size of the individual berries and also reduced the amount of cane growth. It also reduced the crop by causing poorly filled bunches. Poorly cultivated vineyards and those on gravelly, loose soil suffered from the dry weather more than those which were better cared for or were on land with a higher or better water table.

Fall frosts came much earlier than usual and a slight amount of damage was done to the crop in the eastern end of the Chautauqua-Erie District on September 17 and 19, however, the damage at this time was mostly to the foliage. A much more severe frost occurred on the night of October 9 and again the crop in the eastern end of the district was damaged to some extent, largely because the foliage was not so heavy and the fruit more exposed. The crop in the eastern end was damaged to the extent of reducing shipments about 50 cars and quite a bit of the crop from this damaged area went to juice plants and to Canadian wineries after the freeze of October 9. The largest part of the district from Silver Creek west and south was not damaged by either of the freezes.

The dry weather of the summer, although reducing the production to some extent, gave the grapes about the best quality that they ever had. The sugar content was exceptionally high, and in the black varieties, even before they turned from red to black, the sugar content was above the average. There was practically no damage from insects or diseases, as there was no rot and very few reports of any mildew.

There were 1865 cars shipped from the New York side of the Chautauqua-Erie District in 1929, and 877 from the Pennsylvania side, with a total shipment of 2745 cars from the district for the 1929 season. In 1928, the New York side shipped 2586 and Pennsylvania shipped 1068 cars, with a total from the district of 3654 cars.

Comparison of 1929 and 1928 Crops for Chautauqua-Erie District

Includes New York & Pennsylvania

(Taken from the Grape Belt issue of December 27, 1929.)

	<u>1929</u>	<u>1928</u>
Shipped out of Belt by rail cars	2,690	3,728
Ton weight of stock in cars	27,919 tons	38,771 tons
Delivered to juice plants by truck	15,250 "	15,018 "
Truck out of Belt (estimated)	7,350 "	2,500 "
Used and sold locally (estimated)	650 "	700 "

Regarding varieties, the Concord comprises approximately 95% of the crop from the Chautauqua-Erie District, with about 1% for Niagaras and 1% for Wordens, and about 3% of miscellaneous varieties.

The 12-quart Climax basket is the most important package. The 2-quart and 4-quart climax baskets were used less in 1929 than in previous seasons. A new package, a carton, containing twelve 2-quart Climax baskets in two layers, was used this year. This package was used only for the best of the table grapes and was well received in the markets. Its use will no doubt increase.

Grading was compulsory throughout the belt and practically all of the cars were inspected by the Federal-State inspectors with generally satisfactory results.

FINGER LAKES DISTRICT

As the Chautauqua-Erie grape district is located along the shore of Lake Erie for protection, so does the Finger Lakes grape district cling to the shores of Canandaigua Lake, Keuka Lake, Seneca Lake, and to some extent along the west side of Cayuga Lake. The protection of these lakes is necessary for the grape industry in this section. The district includes the vineyards located in Yates, Steuben, Schuyler and Ontario Counties.

The winter of 1928 passed by with favorable weather for the grapevines, and growth began in the spring of 1929 with excellent prospects. At blooming time in May these favorable conditions ended, and from then on to the completion of the season adverse weather of nearly every description prevailed. In May there was a frost and the damage from this frost, as well as the damage from cold, wet weather during blooming time, caused a poor set in some varieties, especially the Concords. This variety ran about 60% to 65% of last year's yield. The Niagara crop was fair, the Delawares were light, and the Catawbas were a little better yield than last year. The cold, rainy weather of early spring caused a considerable growth of young succulent shoots. Then the hot, dry summer with very little rainfall during July, August and part of September, caused undersized individual berries. In some instances the bunches were not well filled and were small. The damage from the dry weather was of course variable, the most damage occurring in poorly kept vineyards where cultivation had been neglected. It was also more severe in gravelly soils where the water table was low and where the ground dried out rapidly.

As if the spring frosts, rainy cold weather at blooming time, and the dry, hot weather was not enough trouble for the grape growers, early fall frosts came September 17 to 19, the earliest severe frosts for many years. These first frosts did not do much damage to the fruit itself but in most sections the foliage of the grapes was blackened from the cold. In practically all parts of the district the foliage had fallen. This was especially true of the Concords. If the adverse conditions had stopped with these frosts, the growers would have come through the season with a fair profit, but the worst was yet to come. The night of October 9 was a grand finale to a season of unequalled adverse conditions for the growers of the Finger Lakes District.

The temperatures on the night of October 9 ranged throughout the district from 23° at some points to 28° and 29° at other points and the entire section was covered with frost and ice. Most of the grapevines were already bare of foliage from the frosts of September 17 to 19 and with the bunches of grapes hanging exposed the effects of this freeze were disastrous to practically the entire section. Very few cars had been shipped, the harvest had hardly begun, and many vineyards, some of them large vineyards, had not cut a grape. Very few vineyards escaped the ill effects of the freeze, and on the night of October 10 temperatures again went to within two or three degrees of what they had been the night before. Approximately 85% of the grape crop remaining on the vines was ruined for packing as table grapes. In many sections the berries were frozen solid. Most of the crop was ruined even for juice purposes, as they lost their flavor and became flat and worthless. After these freezes in October, a large part of the grapes were ground up into pulp and sold to the Canadian wineries. Trucks from the wineries in

Canada made daily trips to the Finger Lakes Section and hauled back the grape pulp in barrels.

There was practically no damage from insects or diseases and in this regard the crop was excellent. The quality was exceptionally good, and even before the crop matured the sugar content ran from 17% to 18%. Of course, this was changed by the freeze of October 9 and good quality grapes became scarce.

The shipments from the Finger Lakes Section were very light amounting to only 423 cars compared to 647 cars shipped in 1928. A larger percentage of the crop than usual went out of this district by truck on account of the frozen grape movement.

The varieties grown vary somewhat and although, taking the district as a whole, Concords predominate; they do not comprise as large a percentage of the total production as in the Chautauqua-Erie District. In that part of the district adjoining Keuka Lake, the Catawba runs about 20% of the total production, Concords 65% or 70%, Delawares, Niagaras and other varieties from 10% to 15%. Around Canandaigua Lake, Concords run about 60%, Delawares 15%, Catawbas 10%, Niagaras 10% and mixed varieties 5%. Around Seneca Lake, the Concord is also the most important, although the production of Catawbas is quite heavy. Between Seneca Lake and Cayuga Lake, the Niagaras are of nearly equal importance with the Concord and there are very few Catawbas along the west side of Cayuga Lake.

The principal package used in the Finger Lakes Section is the bushel basket, especially in a year like 1929 when such a large percentage of the crop moved by truck. The package next in importance is the 12-quart basket, followed by the 2-quart basket.

THE F.O.B. PRICES AND CONDITIONS

The f.o.b. prices on carloads f.o.b. usual terms in the Chautauqua-Erie District and the Finger Lakes District varied very little during the season. All of the quotations in the Chautauqua-Erie District were on 12-quart Climax baskets, while most of the quotations in the Finger Lakes were on bushel baskets. With the crop all over the United States, smaller than in 1928, the growers seemed to be backward about disposing of their crop at the prices which prevailed most of the season. In the Chautauqua-Erie District, the f.o.b. prices opened about September 23 with Concords selling on an f. o. b. usual term basis at \$50.00 per ton in 12-quart baskets. The market in 1928 opened at \$45.00 to \$50.00 per ton or about the same as 1929. By October 1929, the price had declined to \$45.00 per ton with a few as low as \$42.50 per ton. The market remained around \$45.00 to \$47.50 per ton throughout most of the season, advancing slightly to \$50.00 per ton October 23, and at the close of the season, towards the first of November, some few cars sold as high as \$52.00 to \$55.00.

In the Finger Lakes District, the market on Concords in bushel baskets opened about October 1 at \$55.00 to \$60.00 per ton, but by the 5th of October the price ranged from \$45.00 to \$50.00 ^{per ton} and remained about steady until October 18 when sales were made at \$40.00 to \$45.00 per ton. The season closed October 25 with a price of around \$45.00 per ton.

The demand was generally slow throughout the season. This was especially true in the Finger Lakes Section where the damage from freezing caused the trade to be very skeptical of the condition of the grapes. The freeze in the Finger Lakes District stimulated the demand for grapes in the Chautauqua-Erie District, especially when the trade became convinced that grapes in the west end had not been damaged. But this slight stimulation was not sufficient to overcome the light demand that seemed to exist throughout the country and by October 16 the demand in New York State was again slow and trading limited. The demand continued from slow to moderate until near the close of the season. On October 24 just one week before the season ended, the demand became good and remained in this condition until the close of the season. Slightly higher prices prevailed in the Chautauqua-Erie District the last week of the season.

DISTRIBUTION

The record of primary destinations of Western New York grape shipments shows that the 1929 crop was distributed to 138 cities in 23 States including the District of Columbia and Canada. This compares to a distribution to 207 cities in 27 States in 1928. The distributing territory for New York State grapes in 1929 extended from Florida to Maine in the East and from Missouri to Wisconsin and Michigan in the Middle West.

According to the records of primary destinations St. Louis, Missouri, was the most distant western point to receive New York grapes. Pennsylvania was the heaviest receiver of New York grapes in 1929. This state received 1074 cars of the 1929 crop and 1456 cars of the 1928 crop. Other important states which used western New York grapes in 1929 were New York with 287 cars, Ohio 145 cars, Illinois 125 cars, Massachusetts 115 cars, and New Jersey 110 cars.

IMPORTANCE OF MOTOR TRUCKS

The movement of grapes by motor truck is becoming more important each year, but the increase in 1929 was abnormal because of the large amount of frozen grapes that went out of the Finger Lakes District by truck. It is estimated that about 2,500 tons were trucked out of the Chautauqua-Erie Belt, including Pennsylvania, in 1928, and the estimated movement by truck for 1929 is given at 7,350 tons or an increase of 294% over 1928. From the Chautauqua-Erie District a large part of the crop from the east end of the belt is trucked into Buffalo, and from the western end of the belt the trucking is becoming more important each year.

The Finger Lakes District covers a large area and trucking differs in different parts of the district. In some sections, such as around Hammondsport on the south end of Lake Keuka, trucking ordinarily is of no importance, while in some other sections the truckers take from 60% to 70% of the crop. In ordinary years the trucks take from 25% to 30% of the crop from the entire district. In 1929 this increased to approximately 50% to 60% because of the large amount of frozen grapes that moved out by truck.

PURCHASES BY JUICE FACTORIES

In the Chautauqua-Erie District the tonnage of grapes used by the juice factories can be arrived at fairly accurately. In 1929 there was a total of 15,250 tons used by the juice plants compared to 15,018 tons in 1928. Thus, the tonnage was approximately the same. Prior to the beginning of grape harvest, it was thought that a smaller amount than in previous seasons would go to the juice plants as there were three large plants that did not plan to operate. However, One new large plant opened up in the New York section of the Chautauqua-Erie belt.

Besides the tonnage used in the district for juice purposes, there were large quantities that went out of the district to Canadian wineries. It is estimated that between 600 and 700 tons went to Canadian wineries as pulp from the east end of the Chautauqua-Erie District.

The amount of grapes used by the juice plants in the Finger Lakes Section is much harder to estimate as there is at present no accurate method of obtaining these figures as there is in the Chautauqua-Erie District. The district is scattered over such a large area and conditions vary in different sections of the district. Around Hammondsport, at the south end of Keuka Lake, approximately from 70% to 75% of the total volume is ordinarily used for juice. In the area around Hector on the east side of Seneca Lake not more than 5% to 10 % of the crop is used for juice purposes. Around Naples, just south of the southern tip of Canandaigua Lake, about 60% of the crop goes to the juice factories.

Between 600 and 700 tons of grape pulp went to the Canadian wineries from the Hammondsport-Brockport section. The grapes were ground up and the pulp containing the juice, skin, seeds and all, was poured into barrels, and moved mostly by truck to Canada. This method of shipment was used in order to reduce the duty on grapes going into Canada. The duty on fresh grapes into Canada is \$40.00 per ton, while the duty on grape pulp is 22% of the cost price. As these grapes cost the Canadian wineries from \$30.00 to \$40.00 per ton, the duty was only \$6.60 to \$8.80 per ton of pulp.

EXCERPT FROM THE ANNUAL OUTLOOK REPORT ISSUED ON JANUARY 27, 1930.

GRAPES

The probability of heavy grape production continues. With favorable weather conditions the grape acreage is still large enough to produce a crop of sufficient size to cause difficult marketing conditions. It is believed that the bearing acreage of table and raisin grapes in California has passed the peak and is declining. However, additional immediate reduction is recommended. Most of the states producing American-type grapes are at present showing no tendency to increase acreage, although Arkansas has probably not yet reached its peak of bearing acreage. Growers in these states, particularly New York, Pennsylvania, Ohio, Michigan, Missouri, and Arkansas, should not plant new acreage unless they are located in a district which because of very favorable marketing conditions, such as large nearby markets and ability to market by motor truck, provide good outlets at low delivery costs.

In California the peak in the bearing acreage of juice grapes has probably not been reached and the decreases in bearing acreage of table and raisin grapes in 1930 will probably represent but a very small percentage of the total bearing acreage. The 1929 crop in California was estimated at

1,751,000 tons as compared with 2,366,000 tons in 1928. This smaller production was due chiefly to unfavorable weather conditions. As a result of the smaller production, prices for California grapes in 1929 were on a considerably higher level than in 1928, but were still unsatisfactory for most sections of the state. Where average yields were secured prices were probably sufficiently high to induce growers to take good care of their vineyards.

However, these higher prices should not be construed as indicating that new plantings are warranted; in fact, considering potential production the reverse of this is true.

Notwithstanding much smaller production of California grapes in 1929, only fair prices prevailed during the shipping season. This indicates that the lower demand which prevailed during the 1928 season has continued. Because of the ease with which certain varieties of grapes can be used for raising, table purposes, or juice, any substantial change in the prices of one class of grapes is likely to be reflected in the other classes.

Out of a total production of 1,018,000 tons of raisin grapes in 1929, 780,000 tons were dried for raisins. In 1928 the production of raisin grapes totaled 1,406,000 tons, of which 1,044,000 tons were dried for raisins. In 1929, 238,000 tons of raisin varieties were marketed fresh as compared with 302,000 tons in 1928 when 60,000 tons were not harvested.

The states producing American-type grapes (or so-called Eastern grapes) had a smaller crop in 1929 than in 1928 and this, together with the fact that California had a much smaller production, would seem to indicate that Eastern grapes should have brought considerably higher prices in 1929. As a matter of fact, Eastern grapes sold at prices only slightly higher than in 1928, indicating a lower demand. While bearing acreage in Arkansas has probably not reached its peak, it is believed that new plantings are no more than sufficient to maintain the bearing acreage which will be reached in 1930. Missouri, Michigan and New York are, if anything, reducing bearing acreages, and, in view of the potentially large production in California, plantings other than those just sufficient to maintain present bearing acreage are not warranted.

Not only was grape production in California and eastern and middle-western states smaller in 1929 than 1928, but competition from other fruits was much less severe in 1929. Shipments of eight kinds of fruits, other than grapes, were about 17 per cent less from July to October, inclusive, in 1929 than they were the previous year. In view of this lighter production of competing fruits and the reduced production of grapes in 1929, and considering the rather low prices in 1929, it is evident that bearing acreage, particularly in California, must be reduced in order to secure profitable returns. The only alternative seems to be development of a marked increase in consumption and it is doubtful if this will develop within the next few years.

GRAPE PRODUCTION BY STATES 1926-1929.

STATE	P R O D U C T I O N I N T O N S			
	1929	1928	1927	1926
Maine	81	76	58	49
New Hampshire	130	91	91	96
Vermont	56	36	45	36
Massachusetts	714	476	555	616
Rhode Island	239	190	152	212
Connecticut	1620	1314	1087	1275
NEW YORK	81030	85470	51520	106700
New Jersey	2652	2822	2535	2820
PENNSYLVANIA	16200	22680	14850	25110
Ohio	17150	28700	20000	29100
Indiana	3780	4980	2580	4606
Illinois	6160	6800	3440	6532
MICHIGAN	68870	72800	51700	60900
Wisconsin	434	495	250	409
Minnesota	166	198	152	85
Iowa	6675	6225	5329	6052
Missouri	12045	14000	7000	12880
Nebraska	2125	1920	1955	1584
Kansas	3375	3465	3735	3700
Delaware	1710	1600	1207	1536
Maryland	1314	1200	1225	1330
Virginia	2336	2560	2048	2790
West Virginia	954	1422	720	1696
North Carolina	5320	6000	5135	6840
South Carolina	1495	1725	1540	1785
Georgia	1430	1672	1472	1892
Florida	888	900	610	700
Kentucky	912	1200	632	1274
Tennessee	1254	1368	950	1672
Alabama	759	759	627	913
Mississippi	245	259	225	300
Arkansas	13800	17000	3000	13000
Louisiana	36	38	30	42
Oklahoma	2070	2100	1732	1800
Texas	1520	1440	1260	1200
Idaho	272	298	304	300
Colorado	374	357	314	320
New Mexico	608	600	458	531
Arizona	1890	1785	1900	900
Utah	1660	1520	1320	1300
Nevada	252	210	270	230
Washington	4700	4300	3200	2500
Oregon	2116	2025	2025	1800
California	1751000	2366000	2406000	2129000
TOTAL U. S.	2022417	*2671076	*2605238	*2438413

* The totals shown include 15,000 tons not harvested in California in 1926, 142,000 in 1927 and 153,000 tons not harvested in 1928.

CARLOT SHIPMENTS OF GRAPES -- 1924-1929 (Calendar Year) BY STATES

STATE	1929	1928	1927	1926	1925	1924
Alabama	-	3	3	1	-	-
Arizona	94	70	72	63	47	24
Arkansas	510	998	108	1,170	394	243
Calif. N. Dist.	17,022	20,965	21,263	16,554	19,603	17,204
Calif. S. Dist.	2,979	2,841	3,376	3,044	3,837	3,285
Calif. C. Dist.	38,851	48,874	50,908	44,278	52,324	36,834
Calif. Imp. Vly.	387	446	372	469	289	377
	<u>59,239</u>	<u>73,126</u>	<u>75,919</u>	<u>64,345</u>	<u>76,053</u>	<u>57,700</u>
Delaware	23	11	55	89	94	108
Florida	19	21	12	10	-	-
Idaho	5	6	7	7	5	7
Illinois	28	21	11	27	22	11
Indiana	1	-	-	-	-	-
Iowa	369	234	196	176	50	79
Kansas	104	89	128	69	40	29
Kentucky	-	1	-	-	-	-
Michigan	1,746	1,571	2,023	3,081	398	4,680
Missouri	225	415	108	686	166	101
Nebraska	54	44	67	1	4	2
New Jersey	-	1	-	-	8	4
NEW YORK	2,541	3,750	3,050	7,242	3,763	5,641
North Carolina	4	2	1	1	-	1
Ohio	17	14	5	110	19	29
Oklahoma	11	15	6	20	5	1
Oregon	3	1	12	9	-	9
Pennsylvania	879	1,076	689	1,350	589	1,166
Tennessee	-	-	-	1	-	-
Texas	30	26	24	19	16	14
Utah	1	7	8	3	-	3
Virginia	1	-	-	3	1	3
Washington	232	235	167	125	191	83
TOTAL U. S.	<u>66,136</u>	<u>81,737</u>	<u>82,671</u>	<u>78,608</u>	<u>81,865</u>	<u>69,938</u>

COMPARATIVE CARLOT SHIPMENTS BY COUNTIES DURING
THE 1929, 1928, 1927 & 1926 SEASONS

COUNTIES	1929	1928	1927	1926
	<u>Cars</u>	<u>Cars</u>	<u>Cars</u>	<u>Cars</u>
<u>NEW YORK STATE</u>				
Chautauqua	1,797	2,460	1,729	4,651
Yates	200	302	330	570
Steuben	122	164	216	238
Ulster	54	110	204	260
Schuyler	61	141	145	205
Niagara	26	113	119	239
Seneca	90	109	92	161
Columbia	5	39	60	181
Erie	68	126	49	339
Cattaraugus	29	100	36	179
Ontario	40	40	31	102
Dutchess	3	6	19	60
Orleans	12	10	10	15
Wayne	26	7	4	12
Orange	-	4	3	14
Onandaga	-	1	1	3
Oneida	-	-	-	4
Monroe	3	9	-	-
Pick up cars	5	9	2	9
TOTAL NEW YORK STATE	2,541	3,750	3,050	7,242
<u>PENNSYLVANIA</u>				
Erie	877	1,068	685	1,350
Franklin	-	8	4	-
Union	2	-	-	-
TOTAL PENNSYLVANIA	879	1,076	689	1,350

PRICES PREVAILING IN SHIPPING DISTRICTS

Carloads f.o.b. Usual Terms

CHAUTAUQUA- ERIE		FINGER LAKES			BENTON HARBOR	
N. Y.	PA.	N. Y.			MICH.	
Concords		Concords & Niag.		Mixed	Concords	
12-qt. Baskets		12-qt. Bas. & Bushel		2-qts. Bas.	12-qt. Basket	4-qts.
Sept. (Per Ton)		(Per Ton)				
23	\$50.00	--		--	38-40¢	14½-16¢
24	50.00	--		--	35-40	14-16
25	50.00	--		--	35-40	15-16
26	50.00	--		--	33-35	15-16
27	50.00	--		--	32-35	14-15
28	(No Report)	--		--	32-35	14½-15
30	45.00-50.00	--		16¢	30-32	15
Oct.						
1	45.00	12-qt. Con.	55.00	16¢	30-31	14½-15
2	45.00	Bus. Con.	55.00-60.00	--	30	14½-15
		Bus. Niag.	60.00	--	25-30	14½-15
3	45.00	Bus. Con.	55.00	16¢	30-32	14½-15
		Bus. Niag.	60.00			
4	45.00	Bus. Con.	55.00	16	30-32	15½-15
		Bus. Niag.	60.00			
5	45.00	Bus. Con.	45.00-50.00	16	30-33	15
		Bus. Niag.	60.00			
7	45.00	Bus. Con.	50.00	16	30-35	15-16
		Bus. Niag.	57.50-60.00			
8	45.00	12-qt. Con.	55.00	15½	30-35	15-16
		Bus. Con.	45.00-50.00			
9	45.00	12-qt. Con.	45.00	14½-15	30-35	15-16
		Bus. Niag.	60.00			
10	45.00	Bus. Niag.	60.00	--	34-35	15½-17
11	45.00-47.00	12-qt. Con.	47.50-50.00	15-15½	34-35	17
		Bus. Niag.	60.00			
12	45.00-47.00	Bus. Con.	47.50-50.00	--	35	16-17
		12-qt. Con.	50.00			
14	45.00-47.50	Bus. Con.	47.50-50.00	14½	35	16-17
		Bus. Niag.	60.00			
15	45.00-47.50	Bus. Con.	45.00-47.50	--	35-37	16-18
		Bus. Niag.	60.00			
16	45.00	12-qt. Con.	48.00	14½	35	17-18
		Bus. Niag.	60.00			
17	45.00	Bus. Con.	45.00 mostly	14-15	33-36	17-18
		Bus. Niag.	60.00	"		
18	45.00	Bus. Con.	40.00-45.00	14-15	35-36	17-18
		Bus. Niag.	60.00 mostly			
19	45.00	12-qt. Con.	42.50	--	36-37	18
		Bus. Con.	40.00-45.00			
21	45.00	Bus. Con.	45.00	15	(Season Closed)	
22	45.00	Bus. Con.	45.00	16		
23	45.00-50.00	Bus. Con.	45.00 mostly	15		
		12-qt. Catawbas	65.00	--		
24	50.00	Bus. Con.	45.00	15-15½		
25	50.00	12-qt. Con.	40.00-45.00	15-15½		
		12-qt. Catawbas	65.00			
26	50.00	--		--		
28	50.00-52.00	--		--		

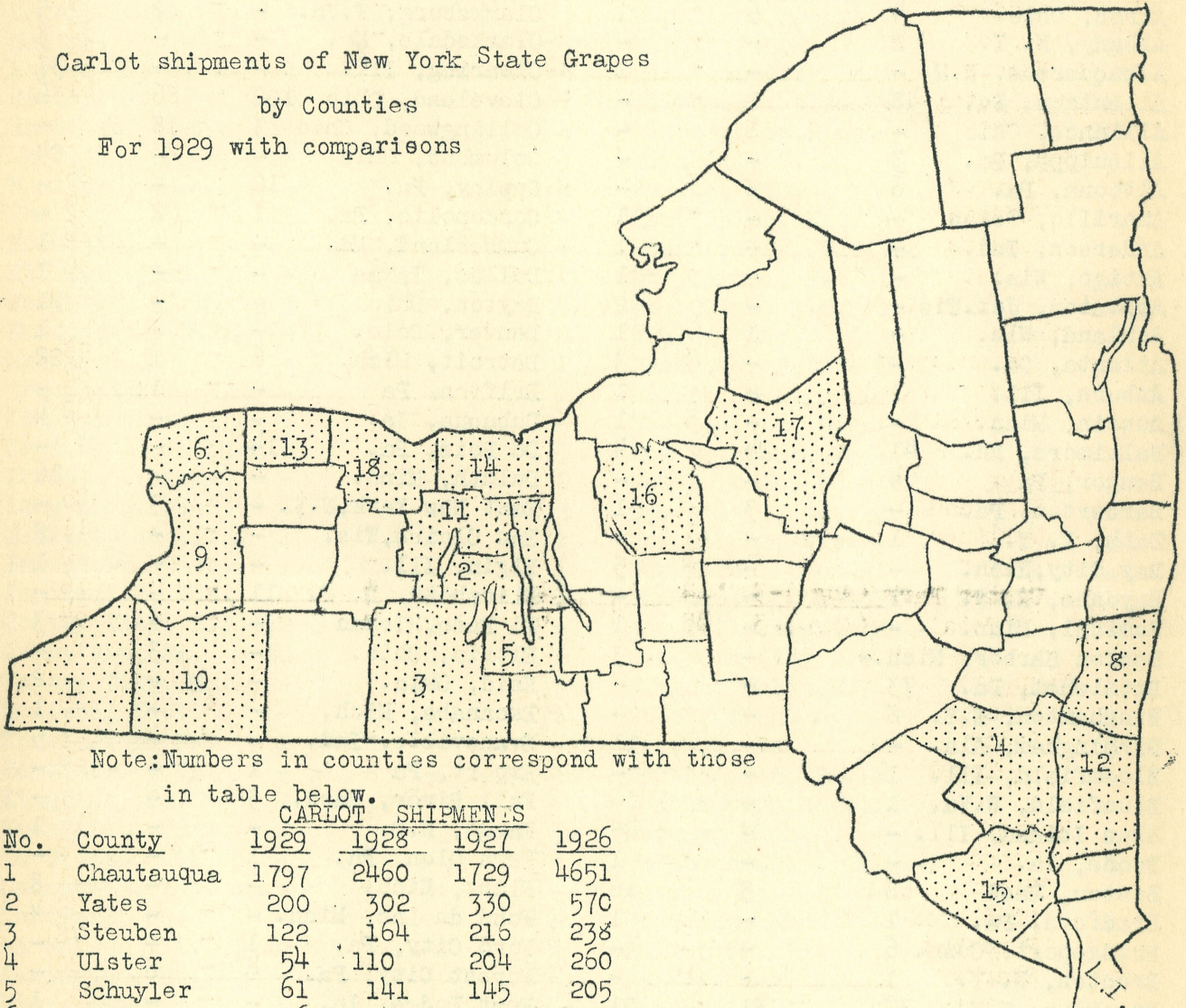
CARLOT SHIPMENTS OF NEW YORK STATE GRAPES BY COUNTIES, STATIONS, &
MONTHS 1929.

COUNTY AND STATION	SEPTEMBER	OCTOBER	NOVEMBER	DECEMBER	TOTAL
<u>Cattaraugus</u>					
Perrysburg	-	29	-	-	29
<u>Chautauqua</u>					
Brocton	51	269	1	-	321
Dunkirk	10	52	-	-	62
Forestville	-	85	-	-	85
Fredonia	35	135	-	-	170
Irving	1	49	-	-	50
Laona	18	73	-	-	91
Mayville	-	4	-	-	4
Portland	47	156	9	-	212
Ripley	15	164	5	-	184
Sheridan	-	167	-	-	167
Silver Creek	11	183	-	-	194
Smith Mills	-	28	-	-	28
State Line	-	83	5	-	88
Westfield	27	112	2	-	141
Total	215	1,560	22	-	1,797
<u>Columbia</u>					
Germantown	3	2	-	-	5
<u>Dutchess</u>					
Barrytown	3	-	-	-	3
<u>Erie</u>					
Angola	-	26	-	-	26
Eden Center	9	18	-	-	27
North Collins	6	9	-	-	15
Total	15	53	-	-	68
<u>Monroe</u>					
Brockport	-	1	-	-	1
Rochester	-	2	-	-	2
Total	-	3	-	-	3
<u>Niagara</u>					
Gasport	-	1	-	-	1
Lockport	-	20	-	-	20
Model City	-	1	-	-	1
Sanborn	-	4	-	-	4
Total	-	26	-	-	26
<u>Ontario</u>					
Canandaigua	-	10	-	-	10
Naples	5	25	-	-	30
Total	5	35	-	-	40
<u>Orleans</u>					
Holley	-	8	-	-	8
Medina	-	2	-	-	2
Millers	-	2	-	-	2

CARLOT SHIPMENTS OF NEW YORK STATE GRAPES BY COUNTIES, STATIONS, & MONTHS 1929.

COUNTY & STATION	SEPTEMBER	OCTOBER	NOVEMBER	DECEMBER	TOTAL
<u>Schuyler</u>					
Burdett	-	9	-	-	9
Hector	-	32	-	-	32
Valois	-	20	-	-	20
Total	-	61	-	-	61
<u>Seneca</u>					
Caywood	3	22	-	-	25
Kendaia	-	31	8	-	39
Romulus	-	26	-	-	26
Total	3	79	8	-	90
<u>Steuben</u>					
Hammondsport	3	78	17	-	98
Prattsburg	-	24	-	-	24
Total	3	102	17	-	122
<u>Ulster</u>					
Highland	22	3	-	-	25
Marlboro	11	-	-	-	11
Milton	-	2	-	-	2
Ulster Park (Aug.)-3	12	1	1	-	16
Total (Aug.)-3	45	6	1	-	54
<u>Wayne</u>					
Ontario	-	24	1	-	25
Sodus	-	1	1	-	1
Total	-	25	2	-	26
<u>Yates</u>					
Dresden	-	2	1	-	2
Himrod	2	7	2	-	11
Middlesex	25	62	2	-	89
Penn Yan	1	69	8	-	78
Starkey	-	12	8	-	20
Total	28	152	20	-	200
Pick-up cars	4	1	-	-	5
GRAND TOTAL (Aug.)- 3	324	2,146	68	-	2,541

Carlot shipments of New York State Grapes
by Counties
For 1929 with comparisons



Note: Numbers in counties correspond with those
in table below.

CARLOT SHIPMENTS					
No.	County	1929	1928	1927	1926
1	Chautauqua	1797	2460	1729	4651
2	Yates	200	302	330	570
3	Steuben	122	164	216	238
4	Ulster	54	110	204	260
5	Schuyler	61	141	145	205
6	Niagara	26	113	119	239
7	Seneca	90	109	92	161
8	Columbia	5	39	60	181
9	Erie	68	126	49	339
10	Cattaraugus	29	100	36	179
11	Ontario	40	40	31	102
12	Dutchess	3	6	19	60
13	Orleans	12	10	10	15
14	Wayne	26	7	4	12
15	Orange	-	4	3	14
16	Onondaga	-	1	1	3
17	Oneida	-	-	-	4
18	Monroe	3	9	2	9
TOTAL		2541	3750	3050	7242

PRIMARY DESTINATIONS OF GRAPE SHIPMENTS FROM
NEW YORK, PENNSYLVANIA, AND MICHIGAN
 Covering Dates From *Aug. 27 to Oct. 31, 1929.

NEW YORK			PENNA.	MICH.	NEW YORK			PENNA.	MICH.
Aberdeen, S.D.	-	-	-	2	Cincinnati, Ohio.	11	2	-	179
Akron, Ohio	4	6	1	1	Clarksburg, W.Va.	-	2	-	5
Albany, N. Y.	2	-	-	-	Clarksdale, Mo.	-	-	-	3
Albuquerque, N.M.	-	-	1	1	Clearing, Ill.	-	-	-	37
Allentown, Pa.	48	1	-	-	Cleveland, Ohio	102	86	-	56
Alliance, Ohio	-	1	-	-	Collingwood, Ohio	3	18	-	-
Aliquippa, Pa.	3	-	-	-	Columbus, Ohio	-	-	-	24
Altoona, Pa.	6	8	-	-	Coplay, Pa.	12	-	-	-
Amarillo, Texas	-	-	1	1	Coraopolis, Pa.	1	2	-	-
Anderson, Ind.	-	-	1	1	Cumberland, Md.	-	-	-	1
Antigo, Wis.	-	-	1	1	Dallas, Texas	-	-	-	1
Appleton, Jct. Wis.	-	-	2	2	Dayton, Ohio	-	-	-	21
Ashland, Wis.	-	1	1	1	Denver, Colo.	-	-	-	1
Atlanta, Ga.	-	-	3	3	Detroit, Mich.	6	1	-	22
Auburn, Ill.	1	-	1	1	Drifton, Pa.	-	1	-	-
Austin, Minn.	-	-	1	1	Dubuque, Ia.	-	-	-	4
Baltimore, Md.	41	24	4	4	Du Bois, Pa.	14	-	-	-
Bangor, Pa.	4	-	-	-	Duluth, Minn.	-	-	-	16
Barberton, Pa.	-	3	1	1	East New York, N.Y.	-	3	-	-
Bath, N. Y.	1	-	-	-	Eau Claire, Wis.	-	-	-	8
Bay City, Mich.	-	-	5	5	Elgin, Ill.	-	-	-	1
Bayonne, N. J.	1	-	-	-	Elizabeth, N. J.	11	-	-	-
Bemidji, Minn.	-	-	1	1	El Paso, Texas	-	-	-	3
Benton Harbor, Mich.	-	-	3	3	Eltria, Ohio.	-	3	-	-
Bethlehem, Pa.	73	-	-	-	Enid, Okla.	-	-	-	2
Binghamton, N.Y.	8	-	-	-	Escanaba, Mich.	-	-	-	1
Birmingham, Ala.	-	-	11	11	Evansville, Ind.	-	-	-	5
Bloomfield, Ill.	1	-	-	-	Export, Pa.	1	-	-	-
Bluefield, W.Va.	1	-	-	-	Fall River, Mass.	3	-	-	-
Blue Island, Ill.	-	-	45	45	Fargo, N.D.	-	-	-	1
Boone, Ia.	-	-	1	1	Fern Glen, Pa.	1	-	-	-
Boston, Mass.	68	3	16	16	Flint, Mich.	-	-	-	8
Bradford, Pa.	1	-	1	1	Fond du Lac, Minn.	-	-	-	4
Bridgeport, Conn.	6	-	-	-	Ford City, Pa.	1	-	-	-
Brocton, N. Y.	1	-	-	-	Forest City, Pa.	4	6	-	-
Brooklyn, N.Y.	78	181	21	21	Fort Dodge, Ia.	-	-	-	1
Bronx, N.Y. City	14	-	-	-	Fort Wayne, Ind.	-	-	-	1
Buffalo, N. Y.	3	-	-	-	Fresh Pond, N. Y.	15	5	-	-
Bushwick Sta. N.Y.	16	2	-	-	Fuller, Mich.	-	-	-	1
Butler, Pa.	-	2	-	-	Gainesville, Fla.	-	1	-	-
Calumet, Mich.	2	-	5	5	Girard, Pa.	1	-	-	-
Canajohrie, N.Y.	18	-	-	-	Grand Rapids, Mich.	-	-	-	1
Canton, Ohio	2	5	1	1	Green Bay, Wis.	-	-	-	11
Canonsburg, Pa.	-	2	-	-	Greensboro, N. C.	2	-	-	-
Charleroi, Pa.	1	1	-	-	Greenville, Ohio.	-	-	-	2
Charleston, W.Va.	-	-	25	25	Greenwood City, Wis.	-	-	-	1
Chattanooga, Tenn.	-	-	2	2	Hamilton, Ont.	-	-	-	2
Chicago, Ill.	117	56	44	44	Hancock, Mich.	-	-	-	1

* (Mich. from August 27 to October 18, inclusive.)
 (New York and Pennsylvania September 21 to October 31, inclusive.)

PRIMARY DESTINATIONS OF GRAPE SHIPMENTS FROM
NEW YORK, PENNSYLVANIA, AND MICHIGAN
Covering Dates From *Aug. 27 to Oct. 31, 1929.
(Cont'd)

NEW YORK	PENNA.	MICH.	NEW YORK	PENNA.	MICH.
Hannibal, Mo.	-	1	Menominee, Mich.	-	3
Harlan, Ky.	-	3	Miami, Fla.	-	1
Harlem River, N.Y.	7	-	Michigan City, Ind.	-	2
Harrisburg, Pa.	6	1	Milwaukee, Wis.	34	91
Hartford, Conn.	11	1	Minneapolis, Minn.	-	83
Hartford, Mich.	-	1	Mitchell, S. D.	-	1
Hartland, Wis.	-	1	Monroe, Wis.	-	2
Hazleton, Pa.	11	4	Monticello, Wis.	-	1
Hermonie, Pa.	1	-	Moundsville, W.Va.	1	-
Hibbing, Minn.	-	1	Mt. Carmel, Pa.	1	-
Houghton, Mich.	3	3	Mt. Olive, N.C.	1	-
Huntington, W.Va.	-	8	Naples, N.Y.	3	-
Huron, S.C.	-	2	Nazareth, Pa.	2	-
Independance, Ia.	-	2	Newark, N.J.	60	8
Indianapolis, Ind.	8	-	New Bedford, Conn.	13	1
Iron Mountain, Mich.	-	3	New Bethlehem, Pa.	-	1
Ironwood, Mich.	-	2	New Britain, Conn.	12	-
Ishpeming, Mich.	-	5	New Castle, Pa.	2	1
Jacksonville, Fla.	1	1	New Glarus, Wis.	-	1
Jamestown, Ohio.	1	1	New Haven, Conn.	21	7
Janesville, Wis.	-	1	New London, Conn.	1	-
Jersey City, N.J.	12	52	New Philadelphia, Pa.	-	2
Johnstown, Pa.	10	6	New York City, N.Y.	82	54
Kansas City, Mo.	-	8	Niagara Falls, N.Y.	1	-
Kenosha, Wis.	-	1	Niles, Mich.	-	5
Kensington, Pa.	1	-	Norfolk, Va.	-	5
Keystone, W.Va.	-	1	Northampton, Pa.	16	-
Kingston, Pa.	1	-	Northampton, Mass.	18	-
Knoxville, Tenn.	2	5	Norway, Mich.	-	2
La Crosse, Wis.	-	6	Oklahoma City, Okla.	-	3
Lancaster, Pa.	1	-	Option, Pa.	-	3
Lansford, Pa.	4	-	Owatonna, Minn.	-	2
La Salle, Ill.	6	1	Palmerton, Pa.	7	2
Lexington, Ky.	-	8	Parkersburg, W.Va.	2	1
Lima, Ohio	1	-	Passaic, N.J.	4	-
Linndale, Ohio	-	2	Peoria, Ill.	-	4
Little Falls, N.Y.	4	3	Perth Amboy, N.J.	-	4
Little Rock, Ark.	-	5	Petoskey, Mich.	-	2
Longview, Ohio	-	1	Philadelphia, Pa.	355	21
Loraine, Ohio	2	-	Phillips, S.D.	-	1
Louisville, Ky.	-	29	Phoenix, Ariz.	-	4
Mabscott, W.Va.	-	1	Pittsburgh, Pa.	400	186
Madison, Wis.	6	1	Pittsburgh, Kans.	-	9
Manitowac, Wis.	1	-	Pittsfield, Mass.	2	-
Manchester, Conn.	1	-	Plainfield, N.J.	1	-
Marinette, Wis.	-	1	Plymouth, Mass.	1	-
Marshfield, Wis.	-	1	Portland, Me.	9	-
Mason City, Iowa.	-	3	Portsmouth, Ohio.	-	3
McKeesport, Pa.	2	15	Providence, R.I.	23	1
Memphis, Tenn.	24	15	Raleigh, N.C.	1	-
Melrose, N.Y.	-	1	Reading, Pa.	13	-

PRIMARY DESTINATIONS OF GRAPE SHIPMENTS FROM
NEW YORK, PENNSYLVANIA, AND MICHIGAN
Covering Dates From *Aug. 27 to Oct. 31, 1929.
(Cont'd)

NEW YORK	PENNA.	MICH.	NEW YORK	PENNA.	MICH.
Rhineland, Wis.	-	1	Suspension Bridge	1	5
Richmond, Va.	10	1	Tampa, Fla.	-	1
Rice Lake, Wis.	-	1	Thorp, Wis.	-	1
Rillton, Pa.	2	-	Toledo, Ohio	-	80
Roanoke, Va.	-	4	Topeka, Kans.	-	1
Rochester, Minn.	-	2	Toronto, Ont.	4	1
Rutland, Vt.	1	-	Trenton, N. J.	11	-
Saginaw, Mich.	-	2	Troy, N. Y.	1	-
Salina, Kans.	-	1	Uniontown, Pa.	3	1
Salt Lake City, Utah	-	2	Universal, Pa.	1	-
Sandusky, Ohio	5	-	Utica, N. Y.	2	-
Sault. Ste. Marie, M.	-	10	Valley City, N.D.	-	1
Savannah, Ill.	-	1	Vineland, N.J.	7	-
Seaside, N.J.	2	-	Wadena, Minn.	-	2
Schnectady, N.Y.	3	-	Wallingford, Conn.	1	-
Scranton, Pa.	33	7	Warren, Ohio	1	-
Shamokin, Pa.	1	-	Washington, D.C.	42	5
Sharon, Pa.	-	1	Waterbury, Conn.	1	-
Sheboygan, Wis.	3	4	Watertown, Mich.	-	1
Sheboygan, (Boat)	-	8	Waterloo, Ia.	-	1
Sheppton, Pa.	2	-	Watuppa, Mass.	1	-
Shreveport, Ia.	-	5	Wausau, Wis.	-	6
Sikverton, Ohio.	3	-	West Brownsville, Pa.	1	-
So. Norwalk, Conn.	1	1	West Dover, Ohio.	-	3
So. Vineland, N.J.	1	-	West Newton, Mass.	2	-
Spartansburg, S.C.	-	1	Welch, W.Va.	-	5
Springfield, Mass.	18	5	Wheeling, W.Va.	5	15
Springfield, Ill.	-	2	White River, Vt.	1	-
Springfield, Ohio.	-	2	Wichita Falls, Texas.	-	1
Stamford, Conn.	3	-	Wilkes-Barre, Pa.	18	2
Staunton, Ind.	1	-	Williamson, Ia.	-	1
Steelton, Pa.	9	-	Winona, Minn.	-	2
Steubenville, Ohio.	1	-	Winston-Salem, N.C.	2	-
St. Louis, Mo.	9	144	Worcester, Mass.	2	-
St. Paul, Minn.	-	54	Yonkers, N.Y.	1	-
Stevens Point, Wis.	-	1	Youngstown, Ohio.	9	-
Superior, Wis.	-	1	Unknown	2	4
Nashville, Tenn.	-	12			
T O T A L S			2,175	849	1,383

CARLOT SHIPMENTS OF GRAPES BY STATES, SEPTEMBER TO DECEMBER 1929.

STATES	SEPT.	OCT.	NOV.	DEC.	TOTAL FOR 1929
Arizona	-	-	-	-	94
Arkansas	68	-	-	-	510
California Nor. Dist.	6,359	9,576	940	14	17,022
California Sou. Dist.	1,302	1,328	37	-	2,979
California Cent. Dist.	12,903	16,166	5,486	94	38,851
California Imp. Vly.	-	-	-	-	387
Delaware	17	-	-	-	23
Florida	-	-	-	-	19
Idaho	3	2	-	-	5
Illinois	22	-	-	-	28
Indiana	1	-	-	-	1
Iowa	301	39	-	-	369
Kansas	85	-	-	-	104
Kentucky	-	-	-	-	-
Michigan	712	1,025	2	-	1,746
Missouri	126	-	-	-	225
Nebraska	40	9	-	-	54
New Jersey	-	-	-	-	-
NEW YORK	324	2,146	68	-	2,541
North Carolina	-	-	-	-	4
Ohio	1	16	-	-	17
Oklahoma	-	-	-	-	11
Oregon	-	3	-	-	3
Pennsylvania	37	817	25	-	879
Texas	-	-	-	-	30
Utah	1	-	-	-	1
Virginia	-	-	-	-	1
Washington	164	63	-	-	232
TOTAL U. S.	22,466	31,190	6,558	108	66,136
TOTAL 1928 Season	30,925	34,679	6,436	767	81,737
TOTAL 1927 Season	31,485	37,107	6,045	387	82,671
TOTAL 1926 Season	30,245	29,899	7,487	451	78,608
TOTAL 1925 Season	34,925	34,339	5,285	327	81,865
TOTAL 1924 Season	26,215	28,892	5,982	131	69,938

PRIMARY DESTINATIONS OF 2,175 CARS OF GRAPES FROM NEW YORK,
849 CARS FROM PENNSYLVANIA, and 1,383 FROM MICHIGAN,
SEASON 1929.

The period covered in the report represents shipments from the three States as follows: New York and Pennsylvania, September 21 to October 31; Michigan from August 27 to October 18, inclusive.

	NEW YORK	PENN.	MICH.		NEW YORK	PENN.	MICH.
<u>ALABAMA</u>				<u>ILLINOIS</u>			
Birmingham	-	-	11	Auburn	1	-	1
				Bloomfield	1	-	-
				Blue Island	-	-	45
<u>ARKANSAS</u>				Chicago	117	56	44
Little Rock	-	-	5	Clearing	-	-	37
				Elgin	-	-	1
<u>ARIZONA</u>				La Salle	6	-	1
Phoenix	-	-	4	Peoria	-	-	4
				Savannah	-	-	1
<u>COLORADO</u>				Springfield	-	-	2
Denver	-	-	1	Total	125	56	136
<u>CONNECTICUT</u>				<u>IOWA</u>			
Bridgeport	6	-	-	Boone	-	-	1
Hartford	11	1	-	Dubuque	-	-	4
Manchester	1	-	-	Fort Dodge	-	-	1
New Bedford	13	1	-	Independence	-	-	2
New Britain	12	-	-	Mason City	-	-	3
New London	1	-	-	Waterloo	-	-	1
New Haven	21	7	-	Williamson	-	-	1
South Norwalk	1	1	-	Total	-	-	13
Stamford	3	-	-				
Wallingford	1	-	-	<u>KANSAS</u>			
Waterbury	1	-	-	Pittsburgh	-	-	9
Total	71	10	-	Salina	-	-	1
				Topeka	-	-	1
<u>DISTRICT OF COLUMBIA</u>				Total	-	-	11
Washington	42	5	8				
				<u>KENTUCKY</u>			
<u>FLORIDA</u>				Harlan	-	-	3
Jacksonville	1	-	1	Louisville	-	-	29
Gainesville	-	1	-	Lexington	-	-	8
Miami	-	-	1	Total	-	-	40
Tampa	-	-	1				
Total	1	1	3	<u>LOUISIANA</u>			
				Shreveport	-	-	5
<u>GEORGIA</u>							
Atlanta	-	-	3	<u>MAINE</u>			
				Portland	9	-	-
<u>INDIANA</u>							
Anderson	-	-	1	<u>MARYLAND</u>			
Evansville	-	-	5	Baltimore	41	24	4
Fort Wayne	-	-	1				
Indianapolis	8	-	-				
Michigan City	-	-	2				
Staunton	1	-	-				
Total	9	-	9				

PRIMARY DESTINATIONS OF 2,175 CARS OF GRAPES FROM NEW YORK,
849 CARS FROM PENNSYLVANIA, and 1,383 FROM MICHIGAN,
SEASON 1929.

Cont'd.

The period covered in the report represents shipments from the three States as follows: New York and Pennsylvania, September 21 to October 31; Michigan from August 27 to October 18, inclusive.

	NEW YORK	PENN.	MICH.		NEW YORK	PENN.	MICH.
<u>MASSACHUSETTS</u>				<u>NEW JERSEY</u>			
Boston	68	3	16	Bayonne	1	-	-
Fall River	3	-	-	Elizabeth	11	-	-
Northampton	18	-	-	Jersey City	12	52	-
Pittsfield	2	-	-	Newark	60	8	-
Plymouth	1	-	-	Passaic	4	-	-
Springfield	18	5	-	Perth Amboy	-	4	-
Watuppa	1	-	-	Plainfield	1	-	-
West Newton	2	-	-	Sea Side	2	-	-
Worcester	2	-	-	South Vineland	1	-	-
Total	115	8	16	Trenton	11	-	-
				Vineland	7	-	-
<u>MICHIGAN</u>				Total	110	64	-
Bay City	-	-	5				
Benton Harbor	-	-	3	<u>NEW MEXICO</u>			
Calumet	2	-	5	Albuquerque	-	-	1
Detroit	6	1	22				
Escanaba	-	-	1	<u>NEW YORK</u>			
Flint	-	-	8	Albany	2	-	-
Fuller	-	-	1	Bath	1	-	-
Grand Rapids	-	-	1	Binghamton	8	-	-
Hancock	-	-	1	Bushwick Sta.	16	2	-
Hartford	-	-	1	Buffalo	3	-	-
Houghton	3	-	3	Bronx Ter.	14	-	-
Ishpeming	-	-	5	Brooklyn	78	181	21
Ironwood	-	-	2	Brocton	1	-	-
Iron Mountain	-	-	3	Canajoharie	18	-	-
Menominee	-	-	3	East New York	-	3	-
Niles	-	-	5	Fresh Pond	15	5	-
Norway	-	-	2	Harlem River	7	-	-
Petoskey	-	-	2	Little Falls	4	3	-
Saginaw	-	-	2	Melrose	-	1	-
Sault Ste. Marie	-	-	10	Naples	3	-	-
Watertown	-	-	1	Niagara Falls	1	-	-
Total	11	1	86	New York City	82	54	1
				Schenectady	3	-	-
<u>MINNESOTA</u>				Suspension Bridge	27	1	5
Austin	-	-	1	Troy	1	-	-
Bemidji	-	-	1	Utica	2	-	-
Duluth	-	-	16	Yonkers	1	-	-
Fond du Lac	-	-	4	Total	287	250	27
Hibbing	-	-	1				
Minneapolis	-	-	83	<u>NORTH CAROLINA</u>			
Owatona	-	-	2	Greensboro	2	-	-
Rochester	-	-	2	Mount Olive	1	-	-
St. Paul	-	-	54	Raleigh	1	-	-
Wadena	-	-	2	Winston-Salem	2	-	-
Winona	-	-	2	Total	6	-	-

PRIMARY DESTINATIONS OF 2,175 CARS OF GRAPES FROM NEW YORK,
849 CARS FROM PENNSYLVANIA, and 1,383 FROM MICHIGAN,
SEASON 1929.

(Cont'd)

 The period covered in the report represents shipments from the three States as follows: New York and Pennsylvania, September 21 to October 31; Michigan from August 27 to October 18, inclusive.

	NEW YORK	PENN.	MICH.		NEW YORK	PENN.	MICH.
<u>MISSOURI</u>				<u>NORTH DAKOTA</u>			
Clarksdale	-	-	3	Fargo	-	-	1
Hannibal	-	-	1	Valley City	-	-	1
Kansas City	-	-	8	Total	-	-	2
St. Louis	9	1	144				
Total	9	1	156				
<u>OHIO</u>				<u>PENNSYLVANIA, CONTD.</u>			
Akron	4	6	1	Aliquippa	3	-	-
Alliance	-	1	-	Barberton	-	3	1
Canton	2	5	1	Bangor	4	-	-
Cincinnati	11	2	170	Bethlehem	73	-	-
Cleveland	102	86	56	Bradford	1	-	1
Columbus	-	-	24	Butler	-	2	-
Collingwood	3	18	-	Charleroi	1	1	-
Dayton	-	-	21	Canonsburg	-	2	-
Elyria	-	3	-	Coraopolis	1	2	-
Greenville	-	-	2	Coplay	12	-	-
Jamestown	1	-	1	Drifton	-	1	-
Lima	1	-	-	Du Bois	14	-	-
Linndale	-	2	-	Export	1	-	-
Longview	-	1	-	Fern Glen	1	-	-
Lorain	2	-	-	Ford City	1	-	-
Portsmouth	-	-	3	Forest City	4	6	-
Sandusky	5	-	-	Girard	1	-	-
Silverton	3	-	-	Harrisburg	6	-	1
Springfield	-	-	2	Harmonie	1	-	-
Steubenville	1	-	-	Hazleton	11	4	-
Toledo	-	-	80	Johnstown	10	6	1
Warren	1	-	-	Kensington	1	-	-
West Dover	-	3	-	Kingstown	1	-	-
Youngstown	9	-	-	Lansford	4	-	-
Total	145	127	370	Lancaster	1	-	-
<u>OKLAHOMA</u>				McKeesport	2	15	-
Enid	-	-	2	Mt. Carmel	1	-	-
Oklahoma City	-	-	3	Nazareth	2	-	-
Total	-	-	5	New Bethlehem	-	1	-
<u>ONTARIO, CANADA</u>				New Castle	2	1	-
Hamilton	-	-	2	New Philadelphia	-	2	-
Toronto	4	-	1	Northampton	16	-	-
Total	4	-	3	Option	-	3	-
<u>PENNSYLVANIA</u>				Palmerton	7	2	-
Allentown	48	1	-	Philadelphia	355	21	-
Altoona	6	8	-	Pittsburgh	400	186	24
				Reading	13	3	-
				Rillton	2	-	-
				Sharon	-	1	-

PRIMARY DESTINATIONS OF 2,175 CARS OF GRAPES FROM NEW YORK,
849 CARS FROM PENNSYLVANIA, and 1,383 FROM MICHIGAN,
SEASON 1929.

(Cont'd)

The period covered in the report represents shipments from the three States as follows: New York and Pennsylvania, September 21 to October 31; Michigan from August 27 to October 18, inclusive.

	NEW YORK	PENN.	MICH.		NEW YORK	PENN.	MICH.
<u>PENNSYLVANIA (CONT'D)</u>				<u>VERMONT</u>			
Shamokin	1	-	-	Rutland	1	-	-
Scranton	33	7	1	White River	1	-	-
Shoppton	2	-	-	Total	2	-	-
Steelton	9	-	-				
Uniontown	3	1	-	<u>WEST VIRGINIA</u>			
Universal	1	-	-	Bluefield	1	-	-
West Brownsville	1	-	-	Charleston	-	-	25
Wilkes-Barre	18	2	-	Clarksburg	-	2	5
Total	1074	281	29	Huntington	-	-	8
				Keystone	-	-	1
<u>RHODE ISLAND</u>				Mabscott	-	-	1
Providence	23	1	1	Moundsville	1	-	-
				Parkersburg	2	-	1
<u>SOUTH CAROLINA</u>				Wheeling	5	15	2
Spartanburg	-	-	1	Welch	-	-	5
				Total	9	17	48
<u>SOUTH DAKOTA</u>							
Aberdeen	-	-	2	<u>WISCONSIN</u>			
Huron	-	-	2	Ashland	-	1	1
Mitchell	-	-	1	Appleton Jct.	-	-	2
Phillips	-	-	1	Antigo	-	-	1
Total	-	-	6	Cumberland	-	-	1
				Eau Claire	-	-	8
<u>TENNESSEE</u>				Greenwood City	-	-	1
Chattanooga	-	-	2	Green Bay	-	-	11
Knoxville	2	-	5	Hartland	-	-	1
Memphis	24	-	15	Janesville	-	1	1
Nashville	-	-	12	Kenosha	-	-	1
Total	26	-	34	La Crosse	-	-	6
				Madison	6	-	1
<u>TEXAS</u>				Marshfield	-	-	1
Amarillo	-	-	1	Marinette	-	-	1
Dallas	-	-	1	Manitowac	1	-	-
El Paso	-	-	3	Milwaukee	34	-	91
Wichita Falls	-	-	1	Monticello	-	-	1
Total	-	-	6	Monroe	-	-	2
				New Glarus	-	-	1
<u>VIRGINIA</u>				Rhinolander	-	-	1
Norfolk	-	-	5	Rice Lake	-	-	1
Richmond	10	-	1	Shoboygan	3	1	4
Roanoke	-	-	4	Superior	-	-	1
Total	10	-	10	Stevens Point	-	-	1
				Thorp	-	-	1
				Wausau	-	-	6
				Total	44	3	147
				<u>UNKNOWN</u>	2	-	3
				<u>BOAT-Chicago</u>	-	-	1
				Shoboygan	-	-	8

CARLOT DESTINATIONS OF N.Y. AND PENNA GRAPES BY STATES 1926 TO 1929 INC.

STATE	1929		1928		1927		1926	
	New York	Penna.	N. Y.	Pa.	N. Y.	Pa.	New York	Penna.
Connecticut	71	10	97	9	50	13	173	23
Delaware	-	-	4	-	1	1	19	5
Dist. of Columbia	42	5	48	6	21	1	47	1
Florida	1	1	2	0	5	-	15	1
Georgia	-	-	2	-	5	-	7	-
Illinois	125	56	284	59	252	92	473	52
Indiana	9	-	13	2	12	-	24	4
Iowa	-	-	-	-	-	1	-	-
Kansas	-	-	-	-	-	-	1	-
Kentucky	-	-	3	-	2	-	8	-
Louisiana	-	-	1	-	-	-	-	1
Maine	9	-	14	-	10	-	21	-
Maryland	41	24	56	17	41	2	115	16
Massachusetts	115	8	205	17	149	9	586	36
Michigan	11	1	15	5	21	3	42	15
Minnesota	-	-	-	-	1	-	1	-
Missouri	9	1	19	-	25	-	25	1
Mississippi	-	-	-	-	-	-	8	-
New Jersey	110	64	242	115	146	44	478	120
New York	287	250	415	431	303	179	921	471
North Carolina	6	-	13	-	14	-	17	1
New Hampshire	-	-	-	-	-	-	2	-
Ohio	145	127	129	82	264	142	236	81
Oklahoma	-	-	-	-	-	-	-	-
Pennsylvania	1074	281	1456	225	1142	177	2814	470
Rhode Island	23	1	26	3	21	1	108	4
South Carolina	-	-	4	2	3	-	5	-
Tennessee	26	-	38	2	37	6	49	2
Vermont	2	-	5	-	4	-	4	-
Virginia	10	-	18	-	16	1	44	1
West Virginia	9	17	18	5	23	4	60	1
Wisconsin	44	3	67	3	23	4	92	21
Unknown	2	-	2	-	-	-	8	9
Canada	4	-	2	-	5	-	-	-

PRICES PREVAILING IN CITY MARKETS

Concords, 2-qt. Climax Baskets
(Sales to Jobbers)

	Baltimore	Boston	Philadelphia	Buffalo
Sept.				
23	18¢	16-17¢	15-20¢	-
24	16-17¢	16¢	15-20¢	-
25	16-18¢	15-16¢	15-20¢	14-15¢
26	-	15-16¢	15-16¢	15¢
27	-	15¢	16-17¢	15¢
28		(No reports)		
30	16-17¢	-	-	13 $\frac{1}{2}$ -14 $\frac{1}{2}$ ¢
Oct.				
1	16-18¢	-	-	12-14¢
2	14-18¢	-	15-16¢	12-14¢
3	14-18¢	-	14-16¢	12-14¢
4	14-18¢	-	15-16¢	13-14¢
5		(No reports)		
7	14-18¢	-	15-17¢	12-13¢ Niag. 13-14¢
8	14-18¢	-	15-16¢	12-13¢ Niag. 13-14¢
9	14-18¢	Mostly 18¢	15-16¢	Mostly 12¢
10	16-17¢	" 17¢	15-16¢	" 12¢
11	16-17¢	" 16¢	16-17¢	10 $\frac{1}{2}$ -12¢ Niag. 12-14¢
12	-	-	-	11-12¢
14	16-18¢	15-16¢	16-18¢	11-12¢
15	16-18¢	15-17¢	17-18¢	Mostly 12¢
16	14-17¢	15-17¢	15-16¢	10 $\frac{1}{2}$ -12¢
17	16-18¢	17-18¢	16-19¢	10 $\frac{1}{2}$ -12¢
18	16-18¢	17¢	-	-
19		(No reports)		
21	16-18¢	17-18¢	15-16¢	-
22	15-18¢	16-17¢	16-18¢	11-12¢
23	15-18¢	16-17¢	15-17¢	-
24	16-18¢	-	18¢	-
25	16-17¢	-	18-20¢	-
26	14-19¢	-	17-19¢	-
28	14-19¢	-	17-19¢	-

PRICES PREVAILING IN CITY MARKETS

(Continued)

Concords, 4-qt. Climax Baskets
(Sales to Jobbers)

	Chicago	Cincinnati	Pittsburgh	St. Louis
From	Mich.	Mich.	Mich.	Mich.
Sept.				
23	17-20¢	23-25¢	25-26¢	-
24	17-20¢	22-23¢	22-25¢	23-24¢
25	18-20¢	21-23¢	20-23¢	-
26	17-19¢	20-23¢	20-23¢	-
27	16-18¢	18-20¢	20-22¢	20¢
28	16-19¢	18-20¢	20¢	20-22¢
30	15-18¢	18-20¢	18-20¢	20-21¢
Oct.				
1	16-18¢	18-19¢	Mch. 18-20¢ N.Y. 20-22¢	Mostly 20¢
2	17-18¢	20-23¢	Mch. 18-20¢ N.Y. 20¢	18-20¢
3	-	Mostly 23¢	18-20¢	-
4	17-18¢	" 22¢	Mostly 20¢	17½-20¢
5	17-18¢	22-23¢	" 22¢	17½-20¢
7	17-18¢	21-23¢	20-22¢	20-22¢
8	Mostly 17¢	21-23¢	20-22¢	22-23¢
9	17-20¢	22-23¢	Mostly 20¢	20-23¢
10	Mostly 17¢	22-23¢	21-22¢	Mostly 23¢
11	17-18¢	22-23¢	Mch. 20-22¢ N.Y. 23¢	" 23¢
12	17-18¢	22-23¢	20-25¢	-
14	18-19¢	21-22¢	Mch. 20-21¢ N.Y. 22-23¢	-
15	19-20¢	21-22¢	20-22¢	25¢
16	20-25¢	21-22¢	20-22¢	-
17	21-25¢	Mostly 23¢	20-22¢	-
18	21-25¢	-	20-22¢	-
19	21-25¢	-	18-20¢	-
21	21-23¢	-	20-22¢	23-25¢
22	20-22¢	25¢	-	25¢
23	20-22¢	25¢	22-23¢	25¢
24	20-22¢	25-26¢	22-23¢	25¢
25	20-22¢	23-25¢	25¢	25¢
26	Mch. 23-24¢ N.Y. 25-26¢	24-25¢	26-27¢	23-25¢
28	Mch. 23-24¢	24-25¢	26-27¢	23-25¢

PRICES PREVAILING IN CITY MARKETS

(Continued)
 Concords, 12-qt, Climax Baskets
 (Sales to Jobbers)

From Sept.	Chicago	Cincinnati	Cleveland	St. Louis	Wilkes-Barre	Scranton
	Mich.	Mich.	NY & Pa.	Mich.	NY. & Pa.	NY. & Pa.
23	40-43¢	50-60¢	-	65-70¢	-	-
24	40-45¢	60-65¢	-	58-60¢	-75¢	75-85¢
25	40-45¢	45-60¢	-	50-55¢	65-75¢	75-85¢
26	38-42¢	45-60¢	50-60¢	50-60¢	65-75¢	75-85¢
27	36-40¢	50-55¢	50-55¢	50-55¢	55-75¢	70-80¢
28	36-38¢	45-50¢	45-60¢	45-55¢	-	-
30	36-38¢	45-50¢	45-50¢	45-55¢	55-65¢	60-75¢
Oct. 1	36-38¢	45-50¢	45-50¢	45-50¢	50-65¢	55-65¢
2	36-38¢	45-50¢	-	45-48¢	55-65¢	55-65¢
3	36-38¢	45-50¢	-	45-48¢	-	-
4	36-38¢	40-45¢	45-50¢	45-48¢	45-50¢	50-65¢
5	36-38¢	40-48¢	40-45¢	45-48¢	-	-
7	37-39¢	43-48¢	40-42¢	47-50¢	50-65¢	50-60¢
8	38-39¢	45-48¢	40-45¢	47-50¢	50-60¢	50-65¢
9	37-39¢	48-50¢	40-45¢	45-50¢	-	-
10	37-39¢	48-50¢	40-45¢	48-50¢	50-65¢	50-65¢
11	37-39¢	48-50¢	45-50¢	48-50¢	45-55¢	50-60¢
12	37-39¢	45-50¢	45-50¢	48-50¢	-	-
14	38-40¢	45-50¢	-50¢	48-50¢	-	-
15	40-42¢	45-48¢	47-50¢	48-50¢	-	-
16	41-43¢	45-48¢	47-50¢	N. Y. 60¢ Mch. 50¢	50-60¢ 50-55¢	55-65¢ 55-60¢
17	41-43¢	45-48¢	50-55¢	N. Y. 55-60¢ 48-50¢	50-55¢	50-55¢
18	41-43¢	45-48¢	45-55¢	N. Y. 55-60¢ 48-50¢	50-55¢	50-55¢
19	N. Y. 55-60¢ 41-43¢	45-50¢	45-55¢	N. Y. 55-60¢ 48-50¢	-	-
21	N. Y. 50-60¢ 41-43¢	50-53¢	45-50¢	N. Y. 55-60¢ 48-50¢	50-60¢	47½-60¢
22	41-43¢	50-55¢	45-50¢	N. Y. 55¢ 50¢	50-60¢	50-60¢
23	41-43¢	50-53¢	45-50¢	50-55¢	45-50¢	50-60¢
24	N. Y. 55-57¢ 42-44¢	45-50¢	47½-50¢	50-55¢	-	-
25	N. Y. 55-57¢ 43-45¢	55-60¢	47½-50¢	50-52¢	45-55¢	50-60¢
26	N. Y. 50-60¢ 50-55¢	-	55¢ NY. 55-60¢	45-55¢	45-55¢	50-65¢
28	N. Y. 60-65¢ 50-55¢	-	Mch. -50¢ 55¢	-50¢	45-55¢	50-55¢
	N. Y. 60-65¢		NY. 55-60¢			

PRICES PREVAILING IN CITY MARKETS.

(Continued)

Concords, 12-gt. Climax Baskets

(Sales to Jobbers)

	Baltimore	Boston	Buffalo	New York	Philadelphia	Pittsburgh
	NY & Pa.	NY & Pa.	NY & Pa.	NY & Pa.	NY & Pa.	NY & Pa.
From-						
Sept.						
23	55-60¢	50-60¢	55-65¢	40-60¢	50-60¢	50-60¢
24	55-60¢	60¢	55-65¢	50-55¢	50-60¢	55-60¢
25	57½-60¢	60-70¢	-	50-55¢	50-55¢	50-55¢
26	65-70¢	50-55¢	40-50¢	50-55¢	50-55¢	50-52¢
27	60-65¢	50¢	40-50¢	52½-60¢	60¢	50-52¢
28	-	(No Reports)	-	-	-	45-50¢
30	55-60¢	50-55¢	40-50¢	53-57¢	50-55¢	40-45¢
Oct.						
1	55-60¢	45-50¢	40-50¢	-	-	40-45¢
2	55-60¢	40-45¢	35-50¢	50-60¢	48-50¢	43-45¢
3	60¢	-	35-50¢	-	48-50¢	43-47¢
4	55-60¢	40-50¢	35-50¢	53½-60¢	Mostly 50¢	40-45¢
5	45-55¢	-	35-50¢	55-60¢	50-55¢	45-48¢
7	40-60¢	45-50¢	35-45¢	-	50-55¢	43-48¢
8	40-60¢	45-50¢	35-45¢	-	50-55¢	46-48¢
9	40-60¢	45-50¢	35-45¢	50-55¢	50-53¢	45-48¢
10	45-55¢	50-55¢	35-45¢	55-60¢	50-52½¢	-48¢
11	45-50¢	50-55¢	35-45¢	50-55¢	50-55¢	46-48¢
12	-	-	35-45¢	-	-	47-48¢
14	-50¢	50-55¢	35-45¢	50-55¢	50-53¢	46-48¢
15	-50¢	50-55¢	35-45¢	50-55¢	47½-52½¢	46-48¢
16	48-50¢	-50¢	35-45¢	45-55¢	45-50¢	45-47¢
17	48-50¢	50-52½¢	40-45¢	50-55¢	45½-50¢	45-47¢
18	45-50¢	45-50¢	40-45¢	50-55¢	45-50¢	45-46¢
19	45-50¢	-	40-45¢	50-55¢	45-50¢	43-45¢
21	45-50¢	-50¢	40-45¢	50-55¢	45-50¢	43-47¢
22	45-50¢	50-55¢	40-45¢	50-60¢	45-50¢	45-48¢
23	42½-45¢	-50¢	45-50¢	50-55¢	47½-50¢	46-48¢
24	50-55¢	50-55¢	45-50¢	52½-55¢	48-52½¢	48-52¢
25	50-55¢	50-55¢	45-50¢	50-55¢	52½-57½¢	55-60¢
26				(No Reports)		
28	-60¢	55-60¢	45-50¢	55-60¢	52½-60¢	55-60¢

CAR-LOT UNLOADS OF GRAPES IN IMPORTANT MARKETS BY STATES OF ORIGIN
JUNE 1, TO DECEMBER 31, 1929.

CITY	N.Y.	PA.	MICH.	IOWA	ARK.	CALIF.	ALL OTHERS	TOTAL
Akron	7	7	3	-	-	235	-	252
Albany	3	-	-	-	-	209	-	212
Atlanta	-	-	7	-	2	140	1	150
Baltimore	41	10	6	-	-	490	2	549
Binghamton	-	-	12	-	14	90	1	117
Boston	186	39	13	-	-	4086	17	4341
Bridgeport	7	-	-	-	-	290	-	297
Buffalo	1	-	-	-	-	716	1	718
Chicago	115	62	43	5	16	4392	28	4661
Cincinnati	17	1	185	-	3	328	1	535
Cleveland	77	23	41	-	-	1131	5	1277
Columbus	-	-	29	-	4	179	1	213
Dayton	-	-	25	-	-	22	-	47
Detroit	7	-	20	-	21	1627	13	1688
Duluth	-	-	24	2	8	54	16	104
Evansville	-	-	2	-	-	30	1	33
Grand Rapids	-	-	-	-	-	64	-	64
Hartford	12	1	-	-	-	421	-	434
Indianapolis	9	-	-	-	3	142	-	154
Jacksonville	1	-	2	-	-	47	-	50
Kansas City	-	-	9	2	-	337	4	352
Lexington	-	-	12	-	-	28	3	43
Louisville	1	-	24	-	3	78	3	109
Memphis	19	-	12	-	12	104	3	150
Milwaukee	31	-	351	1	11	611	4	1009
Minneapolis	1	-	92	54	14	182	32	375
Nashville	1	-	21	-	14	56	4	96
Newark	30	-	-	-	-	2156	-	2186
New Haven	9	-	-	-	-	776	-	785
New Orleans	-	-	-	-	4	170	3	177
NEW YORK CITY	131	325	-	-	-	13568	36	14060
Norfolk	-	-	5	-	-	46	1	52
Oklahoma City	-	-	3	1	-	54	1	59
Omaha	-	-	-	-	3	183	5	191
Peoria	-	-	-	-	-	37	-	37
Philadelphia	355	2	-	-	-	2777	9	3143
Pittsburgh	360	125	35	-	11	2199	12	2742
Portland, Me.	14	-	-	-	-	37	-	51
Providence	23	1	9	-	-	385	1	419
Richmond	9	-	1	-	-	67	2	79
Rochester	-	-	-	-	-	411	1	412
St. Louis	7	-	168	-	1	574	5	755
St. Paul	-	2	57	32	7	163	9	270
Springfield, Mass.	17	4	-	-	-	352	-	373
Syracuse	1	-	-	-	-	373	-	374
Tampa	-	-	2	-	3	83	1	89
Terre Haute	-	-	-	-	-	8	-	8
Toledo	-	-	3	-	3	93	-	99
Washington	39	3	10	-	-	181	1	234
Worcester	1	-	-	-	-	70	-	71
Youngstown	10	1	-	-	-	398	-	409

GRAPE UNLOADS IN CERTAIN CITIES BY MONTHS AND STATES OF ORIGIN FOR 1929.

STATES & CITIES	SEPT.	OCT.	NOV.	STATES & CITIES	SEPT.	OCT.	NOV.
<u>Akron, Ohio.</u>				<u>Albany, N.Y.</u>			
New York	1	6	-	New York	2	1	-
Penna.	-	7	-	California	35	101	55
California	22	107	91	Total U.S.	37	102	55
Total U.S.	23	122	92				
<u>Atlanta, Ga.</u>				<u>Baltimore</u>			
Michigan	-	7	-	New York	-	34	7
Missouri	1	-	-	Pennsylvania	-	7	3
Arkansas	2	-	-	Michigan	-	6	-
California	40	45	35	California	76	207	127
Total U.S.	43	52	35	Total U.S.	76	254	137
<u>Birmingham, Ala.</u>				<u>Boston</u>			
Michigan	6	6	-	New York	17	128	41
Arkansas	6	-	-	Pennsylvania	-	16	23
California	18	32	26	California	594	2051	1193
Total U.S.	30	38	26	Total U.S.	615	2209	1257
<u>Bridgeport</u>				<u>Buffalo</u>			
New York	-	7	-	California	67	364	201
California	58	195	31	New York	-	1	-
Total U.S.	58	202	31	Total U.S.	67	365	201
<u>Chicago</u>				<u>Cincinnati</u>			
New York	-	63	52	New York	2	7	8
Pennsylvania	-	35	27	Pennsylvania	-	1	-
Illinois	5	-	-	Michigan	48	132	5
Michigan	13	30	-	Arkansas	1	-	-
Iowa	-	2	-	California	63	121	84
Missouri	5	-	-	Total U.S.	114	261	97
Arkansas	1	-	-				
California	483	2075	1297	<u>Columbus, Ohio.</u>			
Total U.S.	507	2205	1376	Mich.	8	21	-
<u>Cleveland</u>				California	38	83	47
New York	1	63	13	Total U.S.	46	104	47
Pennsylvania	-	22	1				
Michigan	5	36	-				
California	159	483	311				
Total U.S.	165	604	325				

GRAPE UNLOADS IN CERTAIN CITIES BY MONTHS AND STATES OF ORIGIN-1929

CITIES & STATES	SEPT.	OCT.	NOV.	CITIES & STATES	SEPT.	OCT.	NOV.
<u>Dayton</u>				<u>Detroit</u>			
Michigan	16	9	-	New York	-	-	7
California	7	8	5	Ohio	1	6	-
Total U. S.	23	17	5	Michigan	1	18	1
				Arkansas	8	-	-
<u>Evansville</u>				California	260	784	398
Michigan	2	-	-	Total U.S.	270	808	406
California	2	16	10				
Total U. S.	4	16	10	<u>Indianapolis</u>			
				New York	-	6	3
<u>Hartford</u>				Arkansas	1	-	-
New York	-	10	2	California	24	52	42
California	72	272	68	Total U.S.	25	58	45
Total U. S.	72	283	70				
				<u>Lexington</u>			
<u>Jacksonville</u>				Michigan	6	6	-
New York	-	1	-	California	5	8	11
Michigan	1	1	-	Total U.S.	14	14	11
California	14	18	10				
Total U. S.	15	20	10	<u>Memphis</u>			
				New York	-	18	1
<u>Louisville</u>				Michigan	5	7	-
New York	-	1	-	Missouri	2	-	-
Michigan	8	16	-	Arkansas	5	-	-
Missouri	3	-	-	California	25	36	25
California	20	30	18	Total U.S.	37	61	26
Unknown							
Total U. S.	31	47	18	<u>Nashville</u>			
				New York	-	-	1
<u>Milwaukee</u>				Missouri	3	-	-
New York	-	22	9	Michigan	8	13	-
Michigan	54	284	12	Arkansas	8	-	-
Iowa	1	-	-	California	13	21	17
Missouri	1	1	-	Total U.S.	33	34	18
Arkansas	6	-	-				
California	96	312	147				
Total U. S.	158	619	168				
<u>Grand Rapids</u>							
California	11	23	25				
Total U. S.	11	23	25				

GRAPE UNLOADS IN CERTAIN CITIES BY MONTHS AND STATES OF ORIGIN 1929.

CITY & STATES	SEPT.	OCT.	NOV.	CITY & STATES	SEPT.	OCT.	NOV.
<u>Newark, N.J.</u>				<u>New York City</u>			
New York	-	28	2	New York	11	92	27
California	124	1087	882	Penna	1	226	98
Total U.S.	124	1115	884	California	1557	5976	4651
				Total U.S.	1569	6294	4776
<u>New Orleans</u>				<u>Pittsburgh</u>			
Arkansas	2	-	-	New York	39	269	52
California	52	66	30	Penna.	2	112	11
Total U.S.	54	66	30	Michigan	15	20	-
				Missouri	2	-	-
<u>Norfolk, Va.</u>				Delaware	4	-	-
Michigan	2	3	-	Arkansas	5	-	-
California	8	17	17	California	366	1023	599
Total U.S.	10	20	18	Total U.S.	433	1424	662
				<u>Providence</u>			
<u>Philadelphia</u>				New York	1	17	5
New York	2	283	70	Pennsylvania	-	1	-
Pennsylvania	-	2	-	California	39	234	95
California	292	1105	1014	Total U.S.	41	261	100
Total U.S.	298	1390	1084				
				<u>Rochester, N.Y.</u>			
<u>Portland, Me.</u>				California	57	246	98
New York	5	9	-	Total U.S.	57	246	98
California	7	17	10				
Total U.S.	12	26	10	<u>St. Paul</u>			
				Pennsylvania	-	-	2
<u>Richmond</u>				Michigan	5	52	-
New York	-	9	-	Iowa	22	9	-
California	19	24	17	Missouri	6	1	-
Total U.S.	21	33	17	Arkansas	3	-	-
				California	42	70	25
<u>St. Louis</u>				Total U.S.	78	132	27
New York	-	4	3				
Michigan	23	141	4	<u>Springfield, Mass</u>			
California	96	247	157	New York	-	13	4
Total U.S.	120	393	164	Pennsylvania	-	4	-
				California	48	210	78
<u>New Haven</u>				Total U.S.	48	227	82
New York	-	6	3				
California	75	411	237				
Total U. S.	75	417	240				

GRAPE UNLOADS IN CERTAIN CITIES BY MONTHS AND STATES OF ORIGIN 1929.

CITIES & STATES	SEPT.	OCT.	NOV.	CITIES & STATES	SEPT.	OCT.	NOV.
<u>Tampa</u>				<u>Terre Haute</u>			
Michigan	1	1	-	California	1	6	1
California	21	33	18				
Total U. S.	25	34	18	<u>Washington</u>			
				New York	1	38	-
<u>Toledo</u>				Pennsylvania	-	3	-
Michigan	3	-	-	Michigan	1	9	-
California	19	42	27	California	20	96	57
Total U.S.	22	42	27	Total U.S.	23	146	57
				<u>Youngstown</u>			
<u>Worcester</u>				New York	1	7	2
New York	-	1	-	Pennsylvania	-	1	-
California	7	58	5	California	72	174	120
Total U.S.	7	59	5	Total U.S.	73	182	122
<u>Syracuse</u>							
California	66	247	48				
Total U.S.	66	247	48				

U. S. STANDARDS FOR AMERICAN (EASTERN TYPE) BUNCH GRAPES

GRAPES

U. S. Fancy Table Grapes shall consist of grapes of one variety which are well colored, matures, firmly attached to capstems, not shattered, split, crushed, dried, wet or soft; which are free from mold, decay, mildew, berry moth, russeting, hail, and from damage caused by freezing, disease, insects, or other means. Not less than 75 per cent of the bunches shall be compact and the remainder shall be fairly compact. Bunches shall not be excessively small excepting that compact portions of bunches consisting of no less than five (5) berries may be used to fill open spaces between whole bunches.

In order to allow for variations incident to proper grading and handling, not more than a total of 10%, by weight, of the berries in any lot may be below the requirements of this grade but not more than 5% shall be allowed for serious damage. Of this tolerance for serious damage not more than 2% shall be allowed for dried berries and not more than 1% may be affected by mold or decay. In addition, not more than 5%, by weight, of any lot may consist of bunches which are straggly.

U. S. No. 1 Table Grapes shall consist of grapes of one variety which are fairly well colored, mature, firmly attached to capstems, not shattered, split, crushed, dried, wet or soft, which are free from mold, decay, berry moth, and from damage caused by mildew, russeting, hail, freezing, disease, insects or other means. Not less than 85 per cent of the bunches shall be fairly compact.

In order to allow for variations incident to proper grading and handling, not more than a total of 10%, by weight, of the berries in any lot may be below the requirements of this grade, but not more than 5% shall be allowed for serious damage. Of this tolerance for serious damage not more than 2% shall be allowed for dried berries and not more than 2 % may be affected by mold or decay.

U. S. No. 1 Juice Grapes shall consist of grapes of one variety which are fairly well colored, mature, firmly attached to capstems, not shattered, split, crushed, dried, wet or soft, which are free from mold, decay, berry moth, and from serious damage caused by mildew, russeting, hail freezing, disease, insects or other means. Not less than 60% of the bunches shall be fairly compact.

In order to allow for variations incident to proper grading and handling, not more than a total of 15 per cent, by weight, of the berries in any lot may be below the requirements of this grade but not more than 6 per cent shall be allowed for berries which are seriously damaged and not more than one-half of this amount or 3 per cent may be affected by mold or decay.

MIXED VARIETIES

Any lot of grapes consisting of more than one variety which meets all other requirements of "U. S. Fancy Table", "U. S. No.1 Table" or " U. S. No. 1 Juice" may be designated as " U. S. Fancy Table Mixed", "U. S. No.1 Table Mixed", "U. S. No. 1 Juice Mixed."

Unclassified. Grapes which are not graded in conformity with the foregoing grades may be designated as "Unclassified."

DEFINITIONS OF TERMS

As used in these grades:

"Mature" means that the grapes are juicy, palatable and have reached that stage of development at which the skin of the berry easily separates from the pulp. Frozen or slightly frosted stock should not be confused with mature stock.

"Well colored" means that the berries shall show full color characteristic of the variety.

"Fairly well colored" means that not less than 75 per cent, by weight, shall show full color characteristic of the variety. 25 per cent, may show partially or poorly colored berries which are not characteristic of immature berries.

"Shattered berries" means berries which have separated from the bunch.

"Compact bunches" means well filled bunches, with no open spaces.

"Fairly compact" means that the bunches are well filled but that the berries are not closely spaced as in "compact bunches."

"Damage" means any injury which materially affects the appearance or the edible or shipping quality. Mildew which affects the appearance of the berries shall be considered as damage, but berries shall not be regarded as damaged by mildew which are firmly attached to the stems and which have only slight traces of mildew on the inside of the bunch where it does not affect the appearance of the berries.

"Serious damage" means that the defects taken singly or collectively seriously affect the market quality.

"Straggly means a decidedly open bunch with large open spaces and very few berries. Small immature shotberries characteristic of the Worden variety should be disregarded unless they are excessive in number and detract materially from the appearance of the lot.